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American Railroad Journal.

New York, Saturday, November 19, 1864.

Wealth and Resources of California.

This State is one of the wonders of our age. When in possession of the Mexicans it was chiefly noted for a few religious missions, where some benevolent priests, settled on splendid estates, devoted themselves to the duties of civilizing and christianizing the savages who surrounded them. The gold and silver lay in countless nuggets and Pactolean sands, undisturbed by explorers and prospectors, a prolific soil returned no products of value, no ships unloaded their valuable cargoes on its shores. It seemed to slumber under the unexciting banner of St. Francis, with no prospect of being ever roused from its repose. But when the flag of the United States was planted there, it shook off its somnolence and became one of the most busy and enterprising of modern States, and has not only afforded new fields for the exercise of American industry and commerce but has filled the world with gold. The area of this splendid State is 188,982 square miles. Its population by

the census of 1860 was 379,994. Of this number 30,000 were Chinese.

It contains 12 principal cities and towns, of which the chief is San Francisco with a population of 56,802 in 1860, and rapidly on the increase.

Sacramento the next in size contained about 14,000, and Marysville about 10,000.

The cultivated lands amounted to 2,480,882 acres, and the uncultivated 6,533,858. The value of the farms was returned at \$46,571,004, and the implements of husbandry used upon them to \$2,443,297. The live stock was as follows:

| | |
|-----------------|-----------|
| Horses | 160,395 |
| Asses and mules | 18,744 |
| Milch cows | 198,869 |
| Working oxen | 81,527 |
| Other cattle | 952,048 |
| Sheep | 1,075,718 |
| Swine | 453,523 |

The products of animals were of butter 3,338,590 lbs., when in 1850 they were but 705 lbs.; of cheese 1,564,859 lbs., and in 1850 but 150 lbs.; of wool 2,681,922 lbs., and in 1850 but 5,520; of animals slaughtered the value was \$3,562,887, and in 1850 but \$197,173. The yield of wax and honey was 2,940 lbs., and in 1850 none at all.

The cereal crops were as follows:

| | 1860. | 1850. |
|---------------------|-----------|--------|
| Wheat bushels | 5,946,619 | 17,228 |
| Rye | 51,244 | 000 |
| Indian corn bushels | 524,857 | 12,236 |
| Oats | 957,684 | 000 |
| Barley | 4,307,775 | 9,712 |
| Buckwheat | 31,486 | 000 |

The miscellaneous crops at those periods respectively were as follows:

| | 1860. | 1850. |
|-------------------------|-----------|----------|
| Peas and beans, bushels | 184,962 | 2,292 |
| Irish potatoes | 1,647,293 | 9,292 |
| Sweet | 158,001 | 1,000 |
| Wine, gallons | 494,516 | 58,055 |
| Hay, tons | 306,741 | 2,088 |
| Clover seed, bushels | 4 | 000 |
| Grass seed | 162 | 000 |
| Flax seed | 000 | 000 |
| Maple sugar, lbs. | 000 | 000 |
| Maple molasses, gallons | 000 | 000 |
| Sorghum do. | 100 | 000 |
| Orchard products | \$807,459 | \$17,700 |
| Market garden | 1,074,143 | 75,275 |
| Home made manufactures | 265,074 | 7,000 |

The number of manufacturing establishments in 1850 was 1,003, and in 1860 3,505. The capital invested in them in 1850 was \$1,000,197, and in

1860 \$23,683,593. The value of raw material used in 1850 was \$1,201,154, and in 1860 \$16,558,636.

The number of operatives employed in 1850 was 3,094, and in 1860 23,803 while the value of the products which in 1850 was \$12,862,523, even then surprisingly large for a new Country, was in 1860 \$59,500,000.

The principal products of the industry of the Country are given as follows:

| | 1860. | 1850. |
|---------------------------------|-------------|---------|
| Flour and meal | \$4,335,809 | 754,192 |
| Lumber | 2,214,596 | 959,485 |
| Steam engines | 1,600,510 | 000 |
| Malt liquors (87,806 bbls.) | 1,211,841 | 000 |
| Spirits (768,265 gallons) | 349,410 | 000 |
| Leather | 226,214 | 000 |
| Soap and candles | 204,900 | 000 |
| Woollen goods | 150,000 | 000 |
| Gas | 146,200 | 000 |
| Fish (whale, white fish & sal.) | 113,950 | 000 |
| Agricultural implements | 7,375 | 000 |
| Salt (44,000 bushels) | 7,000 | 000 |

Being the great port on the Eastern shore of the Northern Pacific, its commerce is rapidly increasing. The total value of its foreign imports and exports in 1850 has not been officially returned. In 1860 the amount was returned at \$19,870,870.

The tonnage cleared and entered was in 1850, American 152,216, Foreign 158,776 total 310,992. In 1860 it was American 490,165 tons, foreign 98,702 tons, total 588,867.

This shows a heavy falling off in the foreign tonnage and an enormous increase in the American.

The shipping owned in the State in 1850 was of 17,592 tonnage, and in 1860 85,111. Thirty vessels steam and sails were built in 1860 and of 2,023 tons but in 1850 none had been. There are four ports of entry and delivery. San Francisco, Sonoma, Sacramento, Monterey and San Pedro, but the foreign commerce of the three last is of little account at present.

There are no incorporated Banks in California, but innumerable private ones. The constitution of the State prohibits the issue or circulation of paper money. Even under the National Bank bill passed by Congress, no one has ventured to establish any paper issuing institution, and though the United States Government issues are a legal tender currency, it is not received or used as such in California by general consent, public opinion being against the practice. It is nevertheless true,

that though California has no other than a metallic currency, its peculiar circulation has never kept down interest, or prevented commercial failures, or panics, or insolvency on the largest scale. Beyond all question the day is not far off, when the system will be changed, for the vast commerce which must then centre in San Francisco will require some other medium than gold and silver. A well devised system of banking would be the greatest blessing which could be conferred on California. Bills of Exchange and Banker's checks as now used, are not adequate to even the present demands of the business of the State. The railways of California are in fact but in their infancy, and need no further notice than we have from time to time given them. The Eastern terminus of the Pacific Union is constructed for some distance and is being steadily prosecuted. When that great work is accomplished a total revolution in the commerce of the world will be effected, and San Francisco may expect to be one of its greatest cities. That this road will be built at an early period no one doubts, as it is now in the hands of capitalists and men of the highest character and influence.

The real and personal estate of California was in 1850 \$22,161,872, and in 1861 \$207,874,618.

The real estate was rated at \$66,906,691, but this does not approach the truth. The yearly products of the mines in gold and silver are now fully 70 millions a year, and as these products are saved, become coin and enter into our commerce as the profits of industry and capital, we may consider the mines themselves as so much real estate, and the valuation then instead of sixty or seventy millions would be placed at one thousand millions of dollars, and an income tax on the yield of the mining companies would now produce the Government \$2,100,000.

The State debt in 1861 was \$1,292,719, but it is understood that the direct obligations incurred for the prosecution of railway improvements has increased this amount considerably, and ample security has been provided for their final payment.

It is well enough to remark in conclusion that California is one of the most loyal States in the Union, and none of her Statesmen have claimed the right of secession, or its inherent and absolute sovereignty in any one particular.

The New Iron Mountain.

It is said that a mountain of iron has just been discovered at the east end of Lake Superior, on the Canadian side, about 45 miles from the Sault Ste. Marie; its altitude is 600 feet above the level of the lake, being about twice as high as the iron mountains of Marquette. The first examination was made in July last by Prof. S. P. Duffield, of Detroit, who, from the general features, came to the conclusion that the range was identical with that of Marquette. The ore is of the finest quality, corresponding to the ores of the Marquette mines, and extending through a range of several miles in deposits many feet in thickness. It is so plentiful that by no human agency can the supply be exhausted for hundreds of years. Of the unequalled richness of the ore, says the *Detroit Tribune*, we are enabled to speak definitely. A quantity which was taken from the depth of only fifteen feet from the surface, and smelted in a common blast furnace, realized 60 per cent. of pure iron.

When we remember that 30 per cent. is a good working average, the richness of the newly-discovered ore will be fully apparent.

Nova Scotia Coal Trade.

The whole amount of coal raised and sold from Nova Scotia, from 1827 to 1857, when the monopoly of the General Mining Association ceased, was 1,841,538 tons. The amount raised and sold in 1857 was 101,082 chaldrons. Since that time the amount has steadily increased, being in—

| | | | |
|------|---------------|------|---------------|
| 1858 | 239,618 tons. | 1861 | 334,545 tons. |
| 1859 | 267,496 " | 1862 | 398,631 " |
| 1860 | 304,129 " | 1863 | 424,425 " |

In 1863 there was sold in Nova Scotia.... 76,061 Tons.
" " other Provinces. 65,773
" " the United States. 286,790

Two-thirds of the yield of the mines of Nova Scotia are taken to the United States.

The *Webster Times* states that the rails on the Boston, Hartford and Erie Railroad are being laid with great rapidity. The intention is to have the road completed to Webster in a short time, and the entire line to Southbridge by the 1st of January.

At the annual meeting of the Hartford, Providence and Fishkill Railroad Company held at Hartford on the 26th ult., the old board of directors was re-elected, excepting Elisha Dyer, Simon H. Greene and William Sheldon, who were chosen in place of Byron Sprague, Geo. B. Holmes and Henry Lippett. The gross earnings of the road for the year ending Sept. 30, 1864, were \$523,446 58, expenses \$337,153 28, and the net earnings \$186,293 30. The sinking fund for redemption of the company's bonds held by the city of Hartford is \$77,395 47, and for redemption of the bonds held by the city of Providence is \$61,500.

Funded Debt of the City of New York.

The funded debt of the city at the end of the last fiscal year, amounted in the aggregate to \$24,000,372 being an increase of \$1,461,000 over the amount outstanding at its commencement. Of this amount there was held by the Commissioners of the Sinking Fund, on account of the Fund for the redemption of the City Debt \$5,794,701 reducing the actual funded debt by that amount and leaving \$18,205,671 to be provided for in the future.

In addition to the foregoing there are temporary and other loans amounting to \$3,885,570 of which \$1,486,800 are held by the Commissioners of the Sinking Fund; and assessment bonds amounting to \$2,013,000.

The total indebtedness of the city, funded, floating and contingent is therefore \$29,898,942, and less the sinking fund \$19,900,790.

The indebtedness above represented has been contracted for the following purposes:

| | |
|--|--------------|
| Introduction of the Croton Water.... | \$10,364,033 |
| Central Park—Lands & Improvements | 8,789,571 |
| Erection of Public buildings..... | 442,000 |
| Building Docks and Slips..... | 500,000 |
| Payment of Fire (1865) damages..... | 402,768 |
| Indebtedness of old Public School Society..... | 154,000 |
| Purchase of market property..... | 600,000 |
| Liquidation of Floating Debt..... | 2,748,000 |
| War expenses..... | 3,885,570 |

\$27,885,942
Assessment bonds..... 2,013,000

Total outstanding Jan. 1, 1864...\$29,898,942

The above debt (exclusive of assessment bonds which are payable by the owners of property improved) is payable as follows:

| | |
|----------------------------|---------------------|
| From the Sinking Fund..... | \$20,346,372 |
| From future taxation..... | 7,589,570 |
| Total | \$27,885,942 |

The amount of investments by the commissioners of the Sinking Fund, applicable to the redemption of the said debt is.....\$7,781,601
Amount of cash in said fund 253,651—7,985,152

Actual Debt Jan. 1, 1864.....\$19,900,790

The outstanding funded debt is constituted as shown in the annexed table:

| Titles of Stocks. | Outstanding. | When payable. |
|-------------------------------|--------------|-----------------|
| 5s Water Stock..... | \$4,871 | Jan. 1, 1858 |
| 5s " "..... | 20,362 | " 1, 1860 |
| 5s " "..... | 3,000,200 | Nov. 1, 1870 |
| 5s " "..... | 2,147,000 | " 1, 1880 |
| 5s Croton Water Stock..... | 900,000 | Feb. 1, 1890 |
| 5s " "..... | 100,000 | " 1, 1890 |
| 5s Water Stock of 1849..... | 255,600 | July 12, 1875 |
| 5s " "..... | 228,000 | Nov. 1, 1879 |
| 5s " " of 1854..... | 29,100 | Oct. 1, 1875 |
| 5s " "..... | 1,878,900 | " 1, 1875 |
| 5s Build'g Stock No. 3..... | 75,000 | Nov. 1, 1870 |
| 5s " " No. 4..... | 115,000 | " 1, 1872 |
| 5s Fire Indemnity St'k..... | 402,768 | May 10, 1868 |
| 5s Central Park Stock..... | 399,300 | July 1, 1898 |
| 5s " "..... | 3,066,071 | " 1, 1887 |
| 5s " "..... | 275,000 | " 1, 1898 |
| 5s Cent. P'k. Impo. F. S..... | 2,088,200 | Aug. 1, 1887 |
| 5s " "..... | 1,966,000 | Nov. 1, 1876 |
| 5s " " addition'l S..... | 1,000,000 | " 1, 1874 |
| 5s Real Estate Bonds..... | 600,000 | May 1, 1873 |
| 5s Croton Water Stock..... | 1,800,000 | Nov. 1, 1883 |
| 5s Float'g D't. F'd St'k..... | 2,748,000 | May 1, 1873 |
| 5s Public B'd'g S.No.3..... | 150,000 | Nov. 1, '64-'66 |
| 5s Docks & Slips St'k..... | 500,000 | " 1, '67-'76 |
| 5s Public Education S..... | 154,000 | May 1, 1873 |
| 5s Tompkins Market S..... | 102,000 | July 1, '64-'69 |

Whole Amount....\$24,000,372

The Temporary loans of the city are as follows:

| | | |
|------------------------------|-----------|--------------|
| 5s Union Defense Fund..... | \$895,570 | Nov. 1, 1864 |
| 5s Vol. Bounty Fund..... | 490,000 | " 1, 1867 |
| 5s Vol. Family Aid Fund..... | 500,000 | July 1, 1865 |
| 5s " "..... | 500,000 | Nov. 1, 1865 |
| 5s " "..... | 500,000 | " 1, 1869 |
| 5s " "..... | 500,000 | " 1, 1870 |
| 5s " "..... | 500,000 | " 1, 1871 |

Whole Amount.....\$3,885,570

In addition to the above there are also assessment bonds which are described as follows:

| | |
|--------------------------------------|-------------------------|
| 5s assess'm't bonds (suspended)..... | \$19,000 |
| 5s " F. bonds 1 Nov. 1864..... | \$500,000 |
| 5s " "..... | 1865, 100,000 500,000 |
| 7s Street Improv. b'd "..... | 1864, 800,000 |
| 5s " "..... | 1865, 600,000 1,400,000 |

Whole Amount.....\$1,913,000
—making a total of floating debt \$5,898,942.

The indebtedness of the city in January 1863 and 1864 compares thus:

| | | |
|--------------------|--------------|--------------|
| Funded Debt..... | \$24,000,372 | \$22,589,372 |
| Floating Debt..... | 5,898,570 | 4,952,270 |

Total.....\$29,898,942 \$27,491,642

The debt on the 1st January for the six last years has stood as follows:

| | | | |
|-----------|--------------|-----------|--------------|
| 1859..... | \$22,690,669 | 1862..... | \$25,599,241 |
| 1860..... | 23,876,610 | 1863..... | 27,491,642 |
| 1861..... | 23,433,644 | 1864..... | 29,898,942 |

SINKING FUNDS.

The capital of sinking fund for the redemption of the principal of the city debt January 1st, 1863, was.....\$7,227,835 12

The Revenues in 1863, were as follows viz:

| | |
|--------------------------|--------------|
| From bonds and mort. | \$143,885 24 |
| Commutat'n of quit rents | 4,445 01 |
| License Fees | 81,792 00 |
| Market cellar rents | 19,934 52 |
| Market fees and rents | 155,846 97 |
| Street vaults | 18,145 64 |
| Water Lot quit rents | 334 64 |
| Interest on investments | 396,620 85 |

Annual payment by corporation on account of the Public Education Stock..... 4,657 36

\$8,002,998 35

Disbursements in 1863—

| | |
|-----------------------------|-----------------------|
| Advertising, salaries, dis- | |
| count, etc. | \$1,319 99 |
| Real estate bonds | 300,000 00—301,319 99 |

Amount of capital Jan. 1, 1864.....\$7,701,678 36

The operation of the sinking fund for the payment of the interest on the city debt in 1863, was as follows:

| | 1860 | 1861 | 1862 | 1863 | 1864 |
|---------------------------------|----------------|----------------|------------|-------------------------|----------------|
| Total | \$4,339,401 12 | \$2,749,658 66 | \$1,615 13 | \$2,802,970 90 | \$0,003,970 17 |
| Balance January 1, 1864 | | | | | \$204,404 40 |
| Receipts | \$1,235,317 10 | \$441,831 75 | \$6,167 30 | \$442,001 09 | \$1,089,490 97 |
| Interest | \$1,299,807 38 | \$477,639 79 | \$2,170 38 | \$776,671 13 | \$1,258,424 90 |
| Expenses | \$1,378,058 64 | \$528,730 61 | \$85 08 | \$68,495 75 | \$1,273,002 44 |
| Transferred to general fund | \$1,579,132 49 | \$692,459 11 | \$1,115 48 | \$650,000 00 | \$1,238,704 59 |
| Balance in hands of Chamberlain | \$1,388,313 02 | \$698,907 40 | \$20 77 | \$69,000 00 | \$1,299,988 17 |
| Disbursements in 1863: | | | | | |
| Interest | | | | \$608,967 40 | |
| Expenses | | | | 320 77 | |
| Transferred to general fund | | | | 650,000 00—1,259,288 17 | |
| Balance in hands of Chamberlain | | | | \$204,464 40 | |

The following statement exhibits the yearly Receipts and Disbursements on account of this fund for the past five years:

The following gentlemen have been elected directors of the West Philadelphia Railroad: John S. Morton, John F. Gross, Herman J. Lombart, John C. Davis, Samuel Baugh, J. Warner Johnson, Benjamin Griffith, William M. Wright, and James G. Hardie.

The receipts of treasure in San Francisco, from all sources, through regular public channels during the last nine months, have been as follows:

| | |
|--------------------------------------|--------------|
| From California and Nevada Territory | \$34,846,299 |
| From coastwise ports | 4,840,141 |
| From foreign countries | 1,579,543 |

Total receipts.....\$41,265,983

A comparison of the past three years show a steady increase.

| | |
|---------------------------|--------------|
| In 1862 the receipts were | \$34,445,443 |
| " 1863 | 38,559,372 |
| " 1864 | 41,265,983 |

The following shows the exports of treasure during the first nine months of the year, giving the destination of same to the different countries:

| To | 1864. | 1863. | 1862. |
|-----------|--------------|--------------|-------------|
| England | \$28,364,870 | \$21,295,751 | \$7,586,073 |
| New York | 8,745,277 | 7,982,827 | 19,469,192 |
| China | 5,813,208 | 2,645,874 | 1,952,160 |
| Panama | 277,382 | 1,411,396 | 342,506 |
| Miscellan | 571,822 | 253,204 | 289,896 |

Total....\$48,772,559 \$33,589,052 \$29,639,817

Crop Statistics.

The Department of Agriculture has issued a crop circular from the returns of correspondents of the Department, showing the following facts:

| | 1862. | 1863. | 1864. |
|-----------------|-------------|-------------|-------------|
| Wheat, bush... | 181,188,089 | 179,404,086 | 160,695,823 |
| Rye, bush... | 21,239,451 | 20,782,782 | 19,872,975 |
| Barley, bush... | 12,488,022 | 11,467,155 | 10,716,328 |
| Oats, bush... | 171,483,405 | 173,800,575 | 176,690,064 |
| Hay, tons... | 20,257,968 | 19,736,847 | 18,116,751 |
| Corn, bush... | 556,226,305 | 451,967,959 | 530,581,403 |
| Tobacco, lbs. | 136,751,746 | 267,267,920 | 197,468,229 |
| Buckw't, bu. | 18,708,145 | 15,806,455 | 18,700,540 |
| Potatoes, bu. | 113,234,644 | 100,158,670 | 96,256,888 |

The following crops are reported in tenths, increase or decrease. Thus, 1 means one-tenth, 2½ means two-tenths and three-eighths of a tenth; ½ means one-third of a tenth; 0 mean an average. When there is a very large increase, as Cotton in Maryland, it shows that but little was cultivated previously.

Sorghum.—Increase over crop of 1862—New Hampshire 1, Massachusetts 1½, Connecticut 7, New York 0, New Jersey 10, Pennsylvania 2½, Maryland 6½, Delaware 3, Kentucky 4 5-6, Ohio 1, Illinois 2¼, Missouri 0, Wisconsin 3, Minnesota 3-5, West Virginia 2 1-6. Decrease of the same, Michigan 4-5, Indiana ½, Iowa 4-5, Kansas ½, Nebraska Territory 3½.

Flaxseed.—Increase over 1863—Maine 1 1-15, New Hampshire 1½, Vermont 1½, Rhode Island 1, Connecticut 3½, New Jersey 14½, Pennsylvania 4, Maryland 1½, Delaware 1½, Kentucky 2½, Ohio 2 5-12, Michigan 1 1-7, Indiana 1 7-19, Illinois 1 1-5, Missouri 3 4-7, Wisconsin 3 3-5, Iowa 3-5, Kansas 1½, West Virginia 4. Decrease of the same—New York ½, Minnesota 1½.

Lint.—Increase over 1863—Maine 1 1-5, New Hampshire 2, Vermont ½, Connecticut 3, New Jersey 2, Pennsylvania 3 8-9, Maryland 1, Delaware 2, Kentucky 1½, Ohio 2-12, Michigan 1½, Indiana 5-6, Illinois 1, Missouri 2 3-7, West Virginia 4 2-5. Decrease of the same—New York ½, Wisconsin ¾, Iowa ¾, Minnesota 2½, Kansas 3.

Cotton.—Increase over crop of 1862—Maryland 20, Kentucky 5¼, Ohio 1, Illinois 4, Missouri 2¼, Iowa 6, Kansas 1 1-6, West Virginia 5. Decrease of the same—Delaware 2, Indiana 2.

Root Crop.—Increase over crops of 1862—Vermont ½, Connecticut 2½, Delaware ½, Illinois 0, West Virginia 1½. Decrease of the same—Maine 2, New Hampshire 2½, Massachusetts 8-9, Rhode Island 2, New York 1 5-6, New Jersey 4-5, Pennsylvania 2 6-17, Maryland 5 6, Kentucky 2, Ohio ½, Missouri 2½, Indiana ½, Missouri 4½, Wisconsin 2½, Iowa 1 2-5, Minnesota 2½, Kansas 3 5-7, Nebraska Territory 4½.

Fattening Hogs.—Increase of number over 1863—none. Decrease of the same—Maine 2 3-5, New Hampshire 1 4-5, Vermont 1 5-6, Massachusetts 2 2-7, Rhode Island 3, Connecticut 2, New York 1½, New Jersey 1½, Pennsylvania 2½, Maryland 2, Delaware 2, Kentucky 3 8-11, Ohio 2¼, Michigan 2½, Indiana 3, Illinois 3, Missouri 3, Wisconsin 3½, Iowa 1½, Minnesota 2¼, Kansas 2½, Nebraska Territory 2, West Virginia 2½.

Fattening Cattle.—Increase of number over 1863—Minnesota ¾, Kansas 2½. Decrease of same—Maine 8½, New Hampshire 2, Vermont 1½, Massachusetts 2 2-7, Rhode Island 3½, Connecticut 1 3-5, New York 2 1-5, New Jersey 1½, Pennsylvania 1¼, Maryland 8½, Delaware 8½, Kentucky 1, Ohio 2½, Michigan 2½, Indiana 2½, Illinois 2, Missouri 2½, Wisconsin 1 5-7, Iowa 1½, Nebraska Territory 2¼, West Virginia 2 2-5.

Old Wheat.—Decrease on hand compared with Sept. 1863—Maine 3½, New Hampshire 2 5-6, Vermont 2½, Massachusetts 2, Connecticut 6, New York 3½, New Jersey 1 2-5, Pennsylvania 3, Maryland 3 4-7, Delaware 2, Kentucky 2 7-9, Ohio 2½, Michigan 2½, Indiana 2¼, Illinois 4, Missouri 2 2-5, Wisconsin 2 5-7, Iowa 4, Minnesota 3¼, Kansas 3-5, Nebraska Territory 5, West Virginia 2 4-5.

Increase in quality over crop of 1863—Maine 2-5, Vermont 4, Massachusetts 1 2-3, Connecticut 2, New Jersey 1-9, Maryland 1 5-8, Delaware 5, Kentucky 1-7, Michigan 1¼, Indiana 2¼, Illinois

1 1-4, Missouri 2 4-7, Iowa ½, Minnesota 3-5, Kansas ¾, Nebraska Territory 8½.
Decrease in same—New Hampshire ½, New York ¼, Pennsylvania ¼, Ohio 4-5, Wisconsin 1, West Virginia ¾.

Drafts drawn by Officers of Railroad Corporations in such capacity.—Powers of Corporations to give Notes or Drafts in Payment of Debts, and to make Indorsements. Usage.

The two cases of Olcott against the Tioga Railroad Company were appeals from judgments entered upon the reports of a referee in said actions.

Action No. 1, was brought to recover against the defendant, as drawer of a draft upon, and accepted by Hiram W. Bostwick, Treasurer of the Tioga Coal, Iron, Mining and Manufacturing Company. Action No. 2, was brought to recover against the defendant as indorser of eight promissory notes made by the Arbon Coal Company in 1841, in the aggregate amounting to \$21,000. The draft and notes had been assigned to the plaintiff.

The referee reported in favor of the plaintiff, for the full amount claimed in each action, less an amount realized upon a sale of certain chattles embraced in a mortgage from the Arbon Coal Company to Morris Ketchum, in trust for creditors. The drafts and notes in suit were among the debts thus secured.

The actions were tried together, and the evidence in action No. 1 was by stipulation regarded as taken in case No. 2. In action No. 1, at the close of the evidence on the part of the plaintiff a motion was made to dismiss the complaint; and the grounds of that motion present the defendant's objection to a recovery upon the draft. They were as follows: 1. The draft is not the obligation of the Tioga Navigation Company, but of Wilson. 2. Wilson had no power to bind the company by this draft. 3. The plaintiff has failed to show that payment of the draft was legally demanded, or that protest for non-payment was legally made, for the reasons stated in the objections to the certificate of protest before made. Also for the additional reason that said James R. Wilson at the time of the giving of the draft mentioned in the complaint, was not president of the company, because the term for which he was elected had previously on the first day of January, 1840, expired, and no meeting of stockholders, nor any meeting of managers of said company were held between 1839 and 1844, at which he was, or could have been elected president in accordance with the charter, or by laws of the company, or otherwise lawfully. And also, because he was at the time of giving the said draft, disqualified under acts of the legislature of Pennsylvania, particularly § 3 of the act of 7th of February, 1838, § 5 of the act of 20th February, 1826, given in evidence by the plaintiff, from being president of said company, by reason of his having ceased to be a resident of Pennsylvania and become a resident of Albany, in the State of New York; and because that notice of non-payment of said draft, alleged to have been received by said Wilson, at Albany, was nugatory so far as the defendant was concerned, he having ceased to be president of the company, or a resident of the State of Pennsylvania, and having no capacity to receive notice to affect or charge said company. 4. That the act of Wilson in drawing the draft, was not authorized by the company, in the first

instance, or subsequently ratified by it in any manner; and, moreover, was in contravention of the act of incorporation and supplementary act, and the by laws of the company, with notice of which, the payers of said draft, being stockholders of said company, were chargeable. 5. That the alleged contract with Rogers, Ketchum and Grosvenor, was the contract of Wilson and Bostwick, individually, and that the undertaking to give or draw the draft therein mentioned, was the individual engagement of Wilson, not binding on the company. 6. So far as Wilson undertook to bind the company for the purpose of a locomotive for the joint account of the Tioga Navigation Company, and the Tioga Coal, Iron, Mining and Manufacturing Company; and to pay therefor by drawing a draft for the price, he acted without authority, and did not bind the Tioga Navigation Company. 7. It did not appear that when the draft was drawn the Tioga Navigation Company existed as a corporation. 8. That the demand in suit was barred by the statute of limitations. 9. The legal presumption was that the draft had been paid. The referee denied the motion, and the defendants' counsel excepted.

Similar objections were raised in action No. 2, and also overruled.

Johnson, J.—The referee has found, as matter of fact from the evidence before him, that the draft in question, in action designated No. 1, was drawn for the defendant by James R. Wilson, who was then its president in his official capacity, and was used in the purchase of a locomotive engine for the defendant, who took and owned the same and used it upon its road with full knowledge on the part of its officers and managers of the manner of its purchase; and that the defendant had ratified and continued the act of the purchase, and that of making the draft on its account and behalf.

In regard to the notes, in the action designated No. 2, the referee finds that they were all made and taken on account of a then existing indebtedness from the maker, the Arbon Coal Company to the defendant; and that they were used, after being indorsed by the defendant, to borrow and raise money for the purpose of paying its own debts; and that the defendant was in no respect an accommodation indorser.

It is claimed on the part of the defendant, that the referee should have found the other way, and that the evidence before him does not warrant this finding of facts. But it seems to me that it would have been far more difficult to vindicate the finding had it been the other way. The facts as found, are in accordance with the testimony of two witnesses, each of whom was in a situation to know how the fact was, and each of whom testifies, unreservedly and unqualifiedly, and there is no witness and no evidence as far as I can see to show a contrary state of facts. The statement made by the witness Wilson, as treasurer of the Arbon Coal Company, nearly two years afterwards, relied upon apparently with so much confidence by the defendant's counsel, is at best but impeaching evidence, and proves nothing of itself one way or the other. Upon its face it appears somewhat inconsistent with the witness' testimony, but he undertook to explain the inconsistency and did so, it would seem, to the satisfaction of the referee. But whether he did so or not, his evi-

dence upon the main facts is corroborated fully by the testimony of the witness Bostwick, and I do not see how the referee could well have rejected the testimony of both, as of no weight, without anything in the shape of affirmative testimony in the counter balance. In short, there is no ground upon which this Court can, according to well established rules, interfere with the finding of the referee as to the facts from the evidence before him. The referee also finds that Wilson, as president, had authority to make drafts and indorse notes for such purposes.

As matter of law it is claimed, on the part of the defendant, that the draft in action No. 1, is not the draft of the defendant, but that of Wilson individually. The referee held that it was the draft of the defendant, and in this I think he was clearly correct. It is dated at the defendant's principal office, in Philadelphia, signed by "James R. Wilson, President T. N. Co.," directed to and accepted by "Hiram H. Bostwick, Treasurer Tioga Coal, Iron, Mining and Manufacturing Co.," and upon its face contains the direction to "charge to motive power and account." It thus appears plainly, as I think, upon the face of the instrument, that it is and was intended to be the draft of the defendant, and not of the individual who drew and signed it. (Bank of Genesee *vs.* Patchin Bank, 19 N. Y. Rep., 312. Babcock *vs.* Beman, 1 Kern., 200. Choteau *vs.* Suydam, 21 N. Y. Rep., 179. Dewitt *vs.* Walton, 5 Seld., 571. Many *vs.* Beekman Iron Company, 9 Paige, 188.)

In addition to this, the evidence in the case shows affirmatively and conclusively, that the draft was in fact the authorized obligation of the company.


That the defendant has power to give a valid note or draft in payment of a debt, or in the purchase of property for legitimate use, has been settled not only in this Court, but in the Court of Appeals, in the case of *Mallory* against this defendant, our decision having, as it is understood, been affirmed in that Court.

The indorsements upon the several notes, in action No. 2, purport upon their face to have been made by the defendant, and are proved to have been made by its authorized agent or officer. Having been used to borrow money to pay debts, of course the defendant is bound if it has been properly charged by demand and notice.

Certainly if the defendant can make a valid note or draft, to turn out in payment of a debt, it can make a valid indorsement upon the notes of others which it has received in the course of its business for the same purpose.

As to the authority of Wilson, as president of the defendant, to bind it by such instruments for such purposes, the question upon the evidence is too plain for argument. Even if he had not the necessary authority, originally, his long and uniform exercise of it, without objection or dissent from any one interested, would be sufficient when his acts are within the scope of the powers of the body represented. (Conover *vs.* Mu. Ins. Co., of Albany, 1 Comst., 290.)

Judgment affirmed.

 Sixty-three thousand three hundred and twenty-three hogsheads of leaf tobacco were sold in Louisville in the twelve months ending Nov. 1, 1864.

Petroleum Companies.

COMPANIES.

| | Number of Shares | Par Value of Shares | Paid on Shares |
|-------------------------------|------------------|---------------------|----------------|
| Acme | Pbg. 10,000 | 25 | ..... |
| Adamantine | Phila. 50,000 | 10 | 2.00 |
| Ætna | " 50,000 | 10 | 2.00 |
| Alcorn | " 50,000 | 10 | ..... |
| Allegewi | " 100,000 | 10 | ..... |
| Alleghany and Pittsburg .. | " 50,000 | 10 | 10.00 |
| Alleghany River | " 75,000 | 1 | ..... |
| Alleghany & Walnut Bend .. | " 50,000 | 5 | 1.00 |
| American | " 50,000 | 10 | ..... |
| American Oil and Mining .. | N. Y. 50,000 | 10 | 3.00 |
| American Petroleum | " 5,000 | 100 | ..... |
| Ardesco | Pbg. 25,000 | 10 | 2.50 |
| Artesian | Phila. 100,000 | 20 | ..... |
| Astor Burning Spring | N. Y. 30,000 | 10 | ..... |
| Atlantic | Phila. 200,000 | 5 | 2.50 |
| Baltimore County | " 20,000 | 5 | ..... |
| Banner | Pbg. 65,000 | 2 | ..... |
| Beacon | Phila. 50,000 | 10 | 1.00 |
| Beekman | N. Y. 100,000 | 10 | ..... |
| Bergen Coal and Oil | " 200,000 | 10 | ..... |
| Big Tank | Phila. 100,000 | 5 | 1.00 |
| Bleakley | " 50,000 | 10 | 2.00 |
| Blood Farm | Pbg. 50,000 | 100 | ..... |
| Blood Farm | N. Y. 50,000 | 100 | ..... |
| Brevoort | " 50,000 | 10 | 2.00 |
| Briggs | Phila. 250,000 | 10 | ..... |
| Brilliant | " 50,000 | 50 | ..... |
| Brilliant | Pbg. 50,000 | 50 | ..... |
| Briscoe | " 100,000 | 5 | 1.00 |
| Bruner Oil and Mining | Phila. 400,000 | 10 | ..... |
| Buchanan Farm | N. Y. 40,000 | 5 | ..... |
| Buchanan Oil & Rectifying .. | " 100,000 | 10 | 10.00 |
| Bull Creek | Phila. 100,000 | 10 | ..... |
| Burning Spring | " 100,000 | 10 | ..... |
| Central Burning Spring | N. Y. 100,000 | 3 | ..... |
| Caldwell | Phila. 200,000 | 10 | ..... |
| Central | " 50,000 | 100 | ..... |
| Central Coal and Oil | " 20,000 | 10 | ..... |
| Cherry Run | " 20,000 | 10 | ..... |
| Cherry Run | N. Y. 10,000 | 10 | ..... |
| Cherry Run Central | Pbg. 50,000 | 5 | ..... |
| Cherry Run Petroleum | " 50,000 | 2 | 2.00 |
| Clemons | Phila. 75,000 | 5 | 1.00 |
| Cleveland Cherry Valley | " 20,000 | 10 | ..... |
| Clifton | N. Y. 50,000 | 10 | ..... |
| Clinton | " 50,060 | 10 | ..... |
| Columbia | Pbg. 50,000 | 50 | ..... |
| Commercial | Phila. 50,000 | 10 | ..... |
| Commercial | N. Y. 50,000 | 100 | ..... |
| Commonwealth | " 100,000 | 10 | ..... |
| Consolidated | " 100,000 | 10 | ..... |
| Consolidated | Phila. 60,000 | 10 | ..... |
| Continental | " 50,000 | 10 | 1.11 |
| Corplanter | " 100,000 | 10 | 3.75 |
| Cow Creek & Stillwell Run .. | " 100,000 | 5 | ..... |
| Culbertson's Run | Pbg. 30,000 | 5 | ..... |
| Curtin | Phila. 50,000 | 10 | 0.92 |
| Dalzell | " 200,000 | 10 | 3.50 |
| Dark Hollow | " 50,000 | 10 | ..... |
| Decatur | " 40,000 | 10 | 2.00 |
| Densmore | " 50,000 | 10 | 5.00 |
| Diamond | " 50,000 | 10 | ..... |
| Duck Creek | Pbg. 100,000 | 10 | 2.00 |
| Duffield Lubricating | Phila. 100,000 | 5 | 1.00 |
| Dun kard | " 50,000 | 10 | 3.33 |
| Eagle Rock | " 100,000 | 5 | ..... |
| East Oil Creek | " 100,000 | 5 | 3.00 |
| Egbert | " 200,000 | 5 | 2.00 |
| El Dorado | " 50,000 | 10 | ..... |
| Empire and Oil City | N. Y. 10,000 | 10 | ..... |
| Enterprise | Phila. 50,000 | 10 | 1.50 |
| Eureka, W. Va. | " 100,000 | 10 | ..... |
| Excelsior | " 100,000 | 5 | 1.00 |
| Excelsior | N. Y. 100,000 | 5 | ..... |
| Farel | Phila. 50,000 | 10 | 2.50 |
| Fayette | Pbg. 60,000 | 8 | ..... |
| Federal | Phila. 25,000 | 4 | 4.00 |
| Feeder Dam | " 25,000 | 4 | 4.00 |
| Fleming and Blood Farm .. | Pbg. 25,000 | 10 | 2.00 |
| Florence | Phila. 1,000 | 50 | ..... |
| Flowing | N. Y. 50,000 | 10 | 2.00 |
| Fontain | Phila. 50,000 | 10 | 2.00 |
| Franklin Lubricating | " 100,000 | 1 | 1.00 |
| Franklin and Oil City | " 30,000 | 15 | 10.00 |
| French Creek Lubricating .. | " 25,000 | 10 | ..... |
| Fuller Farm | Boston 100,000 | 2 | ..... |
| Germania | Pbg. 100,000 | 2 | ..... |

| | | | | | | | | | | | |
|--------------------------------------|---------|------|-------------------------------------|-----------|------|--|---------------|------|------|--|--|
| Germania.....N. Y. | 600,000 | 5 | Oceanic.....N. Y. | 200,000 | 10 | Vance Stewart..... | 60,000 | 5 | 3.00 | | |
| Giffill.....Phila. | 62,500 | 8 | Ohio..... | 100,000 | 10 | Venango..... | 25,000 | 20 | 1.00 | | |
| Girard..... | 10,000 | 10 | Ohio Petroleum.....Phila. | 100,000 | 5 | Venango Central.....Pbg. | 75,000 | 1 | .... |  |  |
| Globe..... | 30,000 | 10 | Ohio River.....N. Y. | 100,000 | 5 | Venango.....N. Y. | 40,000 | 10 | .... |  |  |
| Good Intent.....Pbg. | .... | .... | Ohio Valley.....Pbg. | 60,000 | 15 | Vesta Petroleum & Refining..... | 5,000 | 100 | .... |  |  |
| Great Basin.....Phila. | 70,000 | 5 | Ohio and Virginia.....N. Y. | .... | .... | Virginia..... | 50,000 | 10 | .... |  |  |
| Great Basin.....N. Y. | .... | .... | Oil Basin Petroleum.....Phila. | 50,000 | 10 | Virginia and Ohio..... | 100,000 | 10 | 5.00 | | |
| Great Eastern..... | 300,000 | 10 | Oil Burning Springs..... | 100,000 | 10 | Wallace.....Phila. | 15,000 | 10 | .... |  |  |
| Great Western.....Phila. | 50,000 | 10 | Oil City and Pittsburg.....Pbg. | 30,000 | 3 | Walnut Bend.....N. Y. | 20,000 | 10 | 6.00 | | |
| Great Western Consolidated.....N. Y. | 50,000 | 10 | Oil City.....N. Y. | 50,000 | 10 | Walnut Island.....Phila. | .... | .... | .... |  |  |
| Green Hill.....Phila. | 50,000 | 10 | Oil Creek..... | 50,000 | 20 | Washington..... | 25,000 | 20 | 2.00 | | |
| Guild..... | .... | .... | Oil Creek Petroleum.....Phila. | 50,000 | 10 | Watson Petroleum..... | 50,000 | 10 | 3.00 | | |
| Hammond.....N. Y. | 20,000 | 25 | Oil Creek and Sage Run.....N. Y. | .... | .... | Westmoreland Petroleum.....Pbg. | 60,000 | 10 | .... |  |  |
| Hickory Farm..... | 100,000 | 5 | Oil Spring and Refinery.....Phila. | 100,000 | 10 | West Virginia.....Phila. | 20,000 | 10 | 2.50 | | |
| Highgate..... | 300,000 | 5 | Oil Valley Petroleum..... | 37,500 | 10 | West Virginia.....Pbg. | 20,000 | 1 | .... |  |  |
| Hibberd.....Phila. | 100,000 | 5 | Olmstead..... | 50,000 | 10 | West Virginia Basin..... | .... | .... | .... |  |  |
| Hoge Island L. Oil..... | 25,000 | 10 | Organic..... | 50,000 | 10 | Whiteley Creek.....Pbg. | .... | .... | .... |  |  |
| Holland Petroleum..... | 50,000 | 10 | Ormsby Petroleum..... | 50,000 | 10 | Wilkins Farm.....Phila. | 50,000 | 5 | .... |  |  |
| Home.....N. Y. | 50,000 | 100 | Osborne..... | .... | .... | William Penn..... | 100,000 | 21 | 2.50 | | |
| Hoover.....Phila. | 50,000 | 10 | Pannebacker.....N. Y. | 50,000 | 4 | Wealth of Massachusetts. | | | | | |
| Hope.....N. Y. | .... | .... | Parker Petroleum.....Phila. | 50,000 | 10 | The following important statistics of the valuation of Massachusetts, for the year 1864, are from the office of the Secretary of State, as made up from the returns of assessors: | | | | | |
| Hope.....Pbg. | 50,000 | 2 | Paxton.....Pbg. | .... | .... | Total number of polls in 1864..... | 281,220 | | | | |
| Hope Farm.....Phila. | .... | 10 | Pearson Petroleum.....Phila. | 100,000 | 5 | " " " 1863..... | 275,758 | | | | |
| Horse Creek.....Phila. | 10,000 | 50 | Pennsylvania Petroleum..... | 50,000 | 10 | Total value of personal estate in 1864..... | \$324,584,847 | | | | |
| Horse Neck.....Pbg. | 10,000 | 5 | Pennsylvania Central..... | 20,000 | 10 | " " " 1863..... | 843,500,267 | | | | |
| Hosmer.....Phila. | 50,000 | 10 | Pennsylvania Oil Creek P..... | 50,000 | 10 | This shows an apparent decline in personal estate in 1864, which is explained by the fact that property in corporation heretofore taxed to individuals is now taxed to the corporation. This would add thirty millions to the amount in 1864. | | | | | |
| Howe's Eddy..... | 50,000 | 10 | People's.....Pbg. | 60,000 | 1 | Total value of real estate in 1864..... | \$577,298,256 | | | | |
| Hughes River..... | 30,000 | 10 | Perry..... | 50,000 | 10 | " " " 1863..... | 553,650,716 | | | | |
| Hyde Farm..... | 100,000 | 10 | Petroleum Center..... | 50,000 | 10 | Total valuation in 1864..... | 901,883,103 | | | | |
| Imperial..... | 30,000 | 10 | Philadelphia..... | 10,000 | 25 | " " " 1863..... | 897,150,983 | | | | |
| Indian.....N. Y. | 10,000 | 10 | Phila. and Oil Creek..... | 50,000 | 10 | Total tax for State county, city and town purposes, including the highway tax in 1864..... | 12,876,850 | | | | |
| Indian Spring..... | 60,000 | 5 | Phila. and Tidoute Island..... | 50,000 | 10 | Do. in 1863..... | 10,599,997 | | | | |
| Indiana..... | 100,000 | 10 | Phillips..... | 40,000 | 5 | Total number of dwelling-houses in 1864..... | 185,232 | | | | |
| International..... | .... | .... | Phoenix..... | 25,000 | 10 | Do. in 1863..... | 183,528 | | | | |
| Iron City.....Pbg. | 30,000 | 5 | Pit Hole..... | 50,000 | 10 | Total number of horses in 1864..... | 91,862 | | | | |
| Island.....N. Y. | 50,000 | 10 | Pit Hole Creek.....N. Y. | 40,000 | 25 | Do. in 1863..... | 89,228 | | | | |
| Irwin.....Phila. | 50,000 | 10 | Pittsburg and Oil Creek.....Phila. | 50,000 | 10 | Total number of cows in 1864..... | 155,043 | | | | |
| Junction..... | 50,000 | 10 | Pittsburg and Gt. Western.....Pbg. | 50,000 | 2 | Do. in 1863..... | 158,906 | | | | |
| Kanawha Valley..... | 30,000 | 10 | Pittsburg & Philadelphia..... | .... | .... | Total number of sheep in 1864..... | 169,513 | | | | |
| Kanawha.....N. Y. | 50,000 | 10 | Pittsburg & W. Virginia..... | .... | .... | Do. in 1863..... | 150,922 | | | | |
| Kanawha.....Pbg. | .... | .... | Pope Farm.....Phila. | 50,000 | 10 | Total number of acres of land taxed in 1864..... | 4,410,805 | | | | |
| Keystone.....Phila. | 50,000 | 10 | Porter..... | 50,000 | 10 | Do. in 1863..... | 4,383,103 | | | | |
| Knickerbocker P.....N. Y. | 100,000 | 10 | President.....N. Y. | 1,000,000 | 5 | This is a pretty good exhibit for a time of war. It shows an increase of polls; of the value of personal and real property; of dwellings; of horses; of sheep, and the number of acres of land taxed. There is a decrease of the number of cows of over three thousand. | | | | | |
| Knickerbocker P. of N. Y..... | 100,000 | 10 | Quaker City.....Phila. | 10,000 | 10 | The amount of State, county and town taxation has increased this year \$2,297,753 37. | | | | | |
| Lamberton Oil and Mfg.....Phila. | 25,000 | 5 | Rathbone and Camden..... | 200,000 | 5 | The total tax on polls in 1864..... | \$574,274 11 | | | | |
| Lancaster..... | 50,000 | 10 | Reinhard..... | 50,000 | 5 | " " " 1863..... | 567,860 86 | | | | |
| Linden.....Pbg. | 40,000 | 5 | Reliance..... | 50,000 | 10 | Connellsville and Southern Pennsylvania Railroad. | | | | | |
| Little Oil Creek.....Phila. | .... | 10 | Revenue..... | 50,000 | 5 | The books for subscription to the capital stock of this company were recently opened at Bedford, Pa., and the sum of \$5,120,000 taken, thus insuring its prompt commencement. At a meeting of the stockholders held at the office of the Pennsylvania Railroad Company, on the 10th inst., the company was organized by the election of a board of directors, with John A. Wright as president. A corps of engineers will be put upon the route immediately, and the line surveyed and located at the earliest practicable period. The eastern and western ends of this road through the southern counties already exist, in the Cumberland Valley line to Chambersburg and the Pittsburg and Connellsville road to Connellsville. The intervening division will be built by the new company. | | | | | |
| Lower McElheny Farm.....N. Y. | 200,000 | .... | Revenue.....N. Y. | 50,000 | 5 | | | | | | |
| Luceco.....Pbg. | .... | .... | River.....Phila. | 50,000 | 10 | | | | | | |
| McAvoy Cherry Run..... | .... | 2 | Roberts Oil and Mining..... | 50,000 | 10 | | | | | | |
| McClintockville.....Phila. | 200,000 | 10 | Rock..... | 50,000 | 10 | | | | | | |
| McC. Farm & Cherry Tree.....N. Y. | 10,000 | 100 | Rockland..... | 50,000 | 10 | | | | | | |
| McClintock and Cornwall..... | 5,000 | 100 | Rockwood..... | .... | 10 | | | | | | |
| McCormack & McKissock.....Phila. | 100,000 | 10 | Ross..... | 100,000 | 1 | | | | | | |
| McElrath..... | 50,000 | 10 | Ross.....Pbg. | 100,000 | 1 | | | | | | |
| McElheny..... | 100,000 | 10 | Rynd Farm.....N. Y. | 200,000 | 10 | | | | | | |
| McKinley.....N. Y. | 25,000 | 10 | Sage Run.....Phila. | 50,000 | 5 | | | | | | |
| Maguire.....Phila. | 50,000 | 10 | St. Nicholas..... | 50,000 | 21 | | | | | | |
| Manhattan.....N. Y. | 250,000 | 2 | Sandy River.....N. Y. | 200,000 | 100 | | | | | | |
| Maple Farm.....Phila. | 100,000 | 5 | Schuylkill and Oil Creek.....Phila. | 50,000 | 10 | | | | | | |
| Maple Shade.....Phila. | 50,000 | 10 | Seneca..... | 25,000 | 20 | | | | | | |
| Maple Shade of N. Y.....N. Y. | 50,000 | 10 | Seneca Reservation.....N. Y. | .... | .... |  |  |  |  |  |  |
| Marietta..... | 100,000 | 10 | Sherman.....Phila. | 100,000 | 10 | | | | | | |
| Mecca Lubricating.....Boston. | 30,000 | 100 | Shreve Farm.....N. Y. | 100,000 | 5 | | | | | | |
| Merchants.....Pbg. | 100,000 | 1 | Sled Fork.....Phila. | .... | .... |  |  |  |  |  |  |
| Merchants.....Phila. | 70,000 | 5 | Smoky City.....Pbg. | .... | .... |  |  |  |  |  |  |
| Metropolitan..... | .... | 10 | South Western.....Phila. | 200,000 | 10 | | | | | | |
| Michigan Central.....N. Y. | 50,000 | 10 | Star.....Phila. | 200,000 | 10 | | | | | | |
| Middlesex Valley..... | 50,000 | 10 | Stella.....Pbg. | .... | .... |  |  |  |  |  |  |
| Middle Walnut.....Phila. | 50,000 | 10 | Sterling.....N. Y. | 120,000 | 5 | | | | | | |
| Miller..... | 60,000 | 5 | Story.....Pbg. | 5,000 | 5 | | | | | | |
| Miller Farm.....N. Y. | 60,000 | 5 | Story Centre.....Phila. | 50,000 | 10 | | | | | | |
| Mineral.....Phila. | 50,000 | 10 | Story Farm..... | 200,000 | 5 | | | | | | |
| Mingo..... | 100,000 | 10 | Story and McClintock.....N. Y. | 50,000 | 10 | | | | | | |
| Montgomery..... | 80,000 | 5 | Success..... | 10,000 | 10 | | | | | | |
| Mount Vernon.....N. Y. | .... | .... | Sugar Creek.....Phila. | 50,000 | 10 | | | | | | |
| National.....Phila. | 40,000 | 10 | Sugar Dale..... | 50,000 | 2 | | | | | | |
| National.....N. Y. | 40,000 | 5 | Sutley Lubricating..... | 50,000 | 10 | | | | | | |
| National.....Pbg. | .... | .... | Sun.....N. Y. | 100,000 | 2 | | | | | | |
| New Dominion.....Phila. | 100,000 | 5 | Tack..... | 100,000 | 5 | | | | | | |
| Newell's Run.....Pbg. | .... | .... | Tarr Farm.....Phila. | 50,000 | 5 | | | | | | |
| New York and Alleghany.....N. Y. | 50,000 | 5 | Tarr Farm Homestead..... | 200,000 | 50 | | | | | | |
| New York and Liverpool..... | 100,000 | 10 | Tarr Farm.....N. Y. | 30,000 | 100 | | | | | | |
| New York and Oil Creek..... | 100,000 | 5 | Tarr, Strong & Cherry Run.....Pbg. | .... | .... |  |  |  |  |  |  |
| New York and Penn..... | 100,000 | 10 | Terraganta..... | 100,000 | 5 | | | | | | |
| New York and Pit Hole..... | .... | .... | Tidoute and Alleghany.....Phila. | 50,000 | 10 | | | | | | |
| New York and W. Virginia..... | 50,000 | 10 | Tionesta..... | 70,000 | 5 | | | | | | |
| Noble and Delamater.....Phila. | 50,000 | 10 | Tipton..... | 50,000 | 10 | | | | | | |
| Noble and Delamater.....N. Y. | 100,000 | 10 | Titus.....N. Y. | 63,000 | 10 | | | | | | |
| Noble & Delamater Rock Oil..... | 100,000 | 3 | Union.....Phila. | 100,000 | 5 | | | | | | |
| Noble Well..... | 40,000 | 25 | Union.....N. Y. | 12,500 | 10 | | | | | | |
| Nonpareil.....Pbg. | .... | .... | United Petroleum Farms..... | .... | .... |  |  |  |  |  |  |
| North American..... | 125,000 | 10 | United States..... | 50,000 | 10 | | | | | | |
| Northern Light.....N. Y. | 20,000 | 50 | United States.....Phila. | 50,000 | 10 | | | | | | |
| Oak Ball.....Phila. | 100,000 | 5 | Upper Economy Petroleum..... | 50,000 | 10 | | | | | | |
| Ocean.....N. Y. | 15,000 | 100 | Van Buren..... | 25,000 | 20 | | | | | | |

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

| COPPER STOCKS. | | | | | COPPER STOCKS. | | | | | IRON, COAL, ETC., STOCKS. | | | | | GOLD, SILVER, ETC., STOCKS. | | | | |
|----------------------------|----------------------|-----------------|-------------------------|-------------------|----------------------------|-----------------|-------------------------|-------------------|----------------------|---------------------------|-------------------------|-------------------|----------------------|-----------------|---------------------------------------|---------|-----|-----|-----|
| COMPANIES. | | | | | COMPANIES. | | | | | COMPANIES. | | | | | COMPANIES. | | | | |
| Number of Shares. | Par Value of Shares. | Paid on Shares. | Market price per share. | Number of Shares. | Par Value of Shares. | Paid on Shares. | Market price per share. | Number of Shares. | Par Value of Shares. | Paid on Shares. | Market price per share. | Number of Shares. | Par Value of Shares. | Paid on Shares. | Market price per share. | | | | |
| COPPER. | | | | | COPPER. | | | | | IRON. | | | | | GOLD, SILVER, AND QUICKSILVER. | | | | |
| Acton.....Ca. | 200,000 | 5 | | 14 | Jefferson.....L. S. | 20,000 | | | | Copake.....N. Y. | 50,000 | 50 | | 34 | Etna (G.).....Col. | 50,000 | 10 | | |
| Acton Vale.....L. S. | 50,000 | 5 | | 65c | Keweenaw....." " | 20,000 | | | 6 | East River....." " | 6,000 | 50 | | | Acadia (G.).....N. S. | 100,000 | 5 | | |
| Adventure.....L. S. | 20,000 | | | | Kickapoo....." " | 20,000 | | | 1 | George's Ck & I. Md. | 10,000 | 100 | | 118 | Albion (G.)....." " | 100,000 | 3 | | |
| Albany and Boston....." " | 20,000 | | | 27 | King Philip....." " | 20,000 | | | 2 | Harewood....." " | 20,000 | 5 | | | Albion (G.)....." " | 100,000 | 3 | | |
| Algonah....." " | 20,000 | | | 27 | Knowlton....." " | 20,000 | | | 6 | Kahkadin.....Me. | 3,000 | 100 | | | Alpine (G.).....Col. | 150,000 | 10 | | |
| Alliance.....Ca. | 200,000 | 24 | | | Lafayette.....Ca. | 200,000 | 1 | | 14 | Lake Superior.....L. S. | 20,000 | 25 | | | Alps (G.)....." " | 100,000 | 5 | | |
| Allouez.....L. S. | 20,000 | | | 34 | Lake....." " | 20,000 | 1 | | 14c | Massachusetts.....L. S. | 25,000 | 1 | | | American....." " | 200,000 | 2 | | |
| American.....Ca. | 200,000 | 24 | | | Lawrence.....L. S. | 20,000 | | | | Mount Pleasant.....Pa. | 10,000 | 50 | | | Am. & Mex. (S.) N. M. | | | | |
| Amygdaloid.....L. S. | 20,000 | | | | Lennoxville.....Ca. | 100,000 | 6 | | 60c | Teal Lake.....L. S. | 20,000 | 10 | | 24 | Am. Pioneer.....A. T. | | | | |
| Annapolis.....Md. | 50,000 | 10 | | | Logan....." " | 100,000 | | | 2 | Tyson....." " | 20,000 | 10 | | | Arizona (Silver)....." " | | | | |
| Aracua.....Ariz. T. | 10,000 | 100 | | | Lyster....." " | 200,000 | 2 | | 34 | Lead and Zinc....." " | | | | | Atlantic (G.).....N. S. | 100,000 | 2 | | |
| Ascut.....Ca. | 20,000 | 20 | | | Madison.....L. S. | 20,000 | | | 1 | Amenia.....N. Y. | 100,000 | 5 | | | At. & Pac. (G. & S.) Nev. | 50,000 | 10 | | 33 |
| Astor.....L. S. | 20,000 | | | 64 | Malden....." " | 20,000 | | | 1 | Bucks County.....Pa. | 50,000 | 5 | | 24 | Bay State (G.).....Col. | 200,000 | 5 | | |
| Atlas....." " | 20,000 | | | 1 | Mandan....." " | 20,000 | | | 24 | Canada.....Ca. | 50,000 | 5 | | | Beacon (G.).....N. S. | 200,000 | 2 | | |
| Aztec....." " | 20,000 | | | 1 | Manhattan....." " | 20,000 | | | 74 | Clute....." " | | | | | Benton (G.)....." " | 100,000 | 5 | | |
| Balt. and N. C.....N. C. | 2,000 | 5 | | 20c | Marquette.....Md. | 20,000 | | | 24 | Crystal Lake....." " | | | | | B. & C. Hawk (G.)....." " | 50,000 | 100 | | |
| Bare Hill....." " | 20,000 | | | 34 | Maryland.....L. S. | 20,000 | | | 70c | Erie....." " | | | | | Boston (G.)....." " | 10,000 | 50 | | |
| Bay State.....L. S. | 20,000 | | | 34 | Mass.....L. S. | 20,000 | | | | Gay's River....." " | 100,000 | 2 | | | Briggs (G.)....." " | 10,000 | 100 | | |
| Beaver....." " | 20,000 | | | 1 | Massachusetts....." " | 20,000 | | | | Hampton....." " | 100,000 | 5 | | | Bullion (G.)....." " | 200,000 | 25 | | |
| Bedford.....Ca. | 125,000 | 5 | | 76c | Mendota....." " | 20,000 | | | 5 | Keystone.....Pa. | 100,000 | 5 | | 24 | Burroughs (G.)....." " | 100,000 | 10 | | |
| Black River....." " | 200,000 | 24 | | | Merrimac....." " | 20,000 | | | 34 | Lancaster....." " | 100,000 | 5 | | | Canadian (G.).....Ca. | 200,000 | 2 | | 60c |
| Bohemian.....L. S. | 20,000 | | | 74 | Metcor....." " | 20,000 | | | 64 | Macomb.....N. Y. | 100,000 | 5 | | 2 | Central (G.).....Col. | 50,000 | 20 | | 174 |
| Bolton.....Ca. | 20,000 | 5 | | 4 | Meenard....." " | 20,000 | | | 84 | Mineral Point....." " | 100,000 | 5 | | | Chadwick (G.).....Ca. | 100,000 | 5 | | |
| Boston.....L. S. | 20,000 | | | 54 | Michigan....." " | 20,000 | | | 47 | Mount Hope.....N. Y. | 80,000 | 6 | | 24 | Chebucto.....N. S. | 100,000 | 5 | | 65c |
| B. and Corinth.....Vt. | 20,000 | 10 | | 2 | Middlesex....." " | 20,000 | | | 1 | National....." " | 200,000 | 1 | | 110 | Colonial (G.).....Ca. | 100,000 | 24 | | 26c |
| Brooklyn.....L. S. | 20,000 | | | 14 | Minnesota.....L. S. | 20,000 | | | 34 | New Jersey.....N. J. | 12,000 | 100 | | | Colorado (G.).....Col. | 50,000 | 10 | | |
| Brome.....Ca. | 100,000 | 5 | | 1 | Missisquoi.....Ca. | 150,000 | 2 | | 7 | N. Y. & Boston.....N. Y. | 100,000 | 5 | | 24 | Consol. Gregg (G.) Col. | 50,000 | 100 | | 25 |
| Cabot.....L. S. | 20,000 | | | 25c | Montezuma.....N. Mex. | 300,000 | 5 | | 1 | Oswegatchie.....Ca. | 100,000 | 5 | | 14 | Copallinshe (G.)....." " | 200,000 | 20 | | |
| Caledonia....." " | 20,000 | | | 1 | Morrison.....L. S. | 20,000 | | | 3 | Placencia Bay.....N. F. | 20,000 | 25 | | | Corliss (G.)....." " | 100,000 | 10 | | 6 |
| Cambridge....." " | 20,000 | | | 1 | Nashua....." " | 20,000 | | | 47 | Ramsay.....Ca. | 20,000 | 25 | | | Corydon (G.)....." " | 100,000 | 25 | | 24 |
| Carp Lake.....L. S. | 20,000 | | | 14 | National....." " | 20,000 | | | 1 | Rossie....." " | 100,000 | 5 | | | Day & Bushnell (G.) C. | 300,000 | 10 | | |
| Cascade....." " | 20,000 | | | 54 | Native....." " | 20,000 | | | 1 | Shawangunk.....N. Y. | 100,000 | 5 | | | Denver (G.)....." " | 50,000 | 20 | 124 | 16 |
| Central....." " | 20,000 | | | 15c | Naumkeag.....Ca. | 20,000 | | | 10c | Sussex.....N. J. | 100,000 | 5 | | 40c | Dorset (G.)....." " | 170,000 | 5 | | |
| Champlain.....Ca. | 200,000 | 14 | | 60c | Nelson....." " | 20,000 | | | 1 | Union....." " | 100,000 | 5 | | 57c | El Dorado (G.).....Nev. | 100,000 | 5 | | |
| Chatham....." " | 200,000 | 1 | | 12c | Nequasket.....L. S. | 20,000 | | | 1 | Walkill.....N. Y. | | | | | Empire (S.)....." " | | | | |
| Chandiere....." " | 100,000 | 1 | | | Nevada (Silver)....." " | 20,000 | | | 1 | COAL & ANTHRACITE. | | | | | Eureka (G.).....Cal. | | | | |
| Chester....." " | 200,000 | 1 | | | New England....." " | 20,000 | | | 2 | Ashburton....." " | 37,500 | 25 | | 19 | Excelsior (G.).....Col. | 30,000 | 10 | | 14 |
| Cheticamp....." " | 30,000 | 6 | | | Newton.....Ca. | 200,000 | 1 | | 8c | Atlantic & G. C.....Md. | 50,000 | 50 | | 14 | Frankfort (G.)....." " | 100,000 | 2 | | |
| Chippewa.....L. S. | 20,000 | | | 1 | New York.....L. S. | 20,000 | | | 4 | Baltimore....." " | 100 | | | 86 | Garrison's (G.).....Col. | 100,000 | 6 | | |
| Cleveland.....L. S. | 20,000 | | | 1 | N. Y. & Passaic.....N. J. | 100,000 | 6 | | 5 | Bear Valley....." " | 40,000 | 124 | | 27 | Gilbert River (G.).....Ca. | 100,000 | 5 | | 1 |
| Cliff....." " | 20,000 | | | | North Cliff.....L. S. | 20,000 | | | 15c | Beaver Meadow.....Pa. | 100,000 | 50 | | 17 | Gilpin (G.).....Col. | 100,000 | 5 | | 34 |
| Clinton....." " | 20,000 | | | 44 | North Silver Lake....." " | 20,000 | | | 1 | Belmont....." " | 10,000 | 50 | | | Gold....." " | 100,000 | 6 | | |
| Collin....." " | 20,000 | | | 31c | North State....." " | 20,000 | | | 74 | Big Mountain.....Pa. | 100,000 | 5 | | | Gold Field....." " | 50,000 | 10 | | |
| Columbian....." " | 20,000 | | | | North Sutton.....Ca. | 100,000 | 5 | | 44 | Blackhall.....N. S. | 8,000 | 25 | | 18 | Gold Hill....." " | 50,000 | 10 | | |
| Consolidated....." " | 20,000 | | | | North Western.....L. S. | 20,000 | | | 40c | Boston & Picton....." " | 100,000 | 5 | | | Gold River....." " | 100,000 | 3 | | |
| Copper Falls....." " | 20,000 | | | | Norwich....." " | 20,000 | | | 22 | Bridgeport.....Pa. | 30,000 | 10 | | | Gould & Curry (G. & S.) N. | 300,000 | 10 | | 34 |
| Copper Harbor....." " | 20,000 | | | | Ogima....." " | 20,000 | | | 54 | Broad Mountain....." " | 30,000 | 10 | | | Gunnell (G.)....." " | 100,000 | 10 | | 60c |
| Copper Hill....." " | 200,000 | 1 | | | Ontonagon....." " | 20,000 | | | 1 | Butler....." " | | | | | Halifax (G.).....N. S. | 200,000 | 2 | | |
| Copperas Hill....." " | 50,000 | 10 | | | Ottawa.....Ca. | 200,000 | 1 | | 54 | Cape Briton.....N. S. | 200,000 | 24 | | | Harmon (G. & S.) Nev. | 150,000 | 25 | 10 | 10 |
| Cornwall.....Vt. | 100,000 | 2 | | 62c | Pacific.....L. S. | 20,000 | | | 1 | Carbondale.....Pa. | | | | | Hop (G.)....." " | 80,000 | 2 | | |
| Dacotah.....L. S. | 20,000 | | | 20c | Pennsylvania....." " | 20,000 | 25 | | 24 | Central....." " | | | | | Isabella (G.).....N. S. | 100,000 | 5 | | |
| Dana....." " | 20,000 | | | 20c | Petherick....." " | 20,000 | | | 16 | Clinton....." " | | | | | Kennebec (G.).....Ca. | 100,000 | 5 | | |
| Deep River.....N. C. | 20,000 | | | 15 | Pewabic....." " | 20,000 | | | 24 | Coal Brook....." " | 4,000 | 50 | | 73 | Kent (G.).....N. S. | 200,000 | 1 | | |
| Delaware.....L. S. | 20,000 | | | 4 | Phila. & Boston....." " | 20,000 | | | 82 | Continental....." " | 10,000 | 50 | | | Lake (G.)....." " | | | | |
| Derby....." " | 20,000 | | | 4 | Phoenix....." " | 20,000 | | | 34 | Cumberland (pref.) Md. | 50,000 | 100 | | | Lake Major.....N. S. | 12,000 | 50 | | |
| Devon....." " | 20,000 | | | 6 | Pittsburg & Boston....." " | 20,000 | | | 95 | Daniel Webster....." " | 5,000 | 100 | | | Libertad (G. & S.) Mex. | | | | |
| Dorchester....." " | 20,000 | | | 4 | Prince of Wales.....Ca. | 200,000 | | | 3 | East Mahanoy.....Pa. | 50,000 | 25 | | 59 | Manhattan (G.).....Col. | 100,000 | 10 | | 33c |
| Douglas....." " | 200,000 | 1 | | 4 | Providence.....L. S. | 20,000 | | | 10 | Everhart....." " | 50,000 | 5 | | 74 | Mariposa (G.).....Ca. | 100,000 | 100 | | |
| Dover.....Ca. | 20,000 | | | 30c | Quincy....." " | 20,000 | | | 3 | Franklin.....Pa. | 50,000 | 5 | | 125 | Massachusetts (G.).....Ca. | 500,000 | 5 | | 24 |
| Dundley.....L. S. | 20,000 | | | 10c | Reid Hill.....Ca. | 200,000 | 1 | | 15 | Fulton....." " | 50,000 | 100 | | | Mex. Pac. (G. & S.) Mex. | 100,000 | 100 | | |
| Dunham.....Ca. | 200,000 | 2 | | 44 | Richfield.....L. S. | 20,000 | | | 6 | Gilbertson....." " | 5,000 | 100 | | | Montague (G.).....N. S. | 50,000 | 10 | | 14 |
| Durham....." " | 200,000 | 5 | | | Ridge.....L. S. | 20,000 | | | 5 | George's Creek.....Pa. | 10,000 | | | | Montana (G.)....." " | 100,000 | 5 | | |
| Eagle River.....L. S. | 20,000 | | | 19c | Rockland....." " | 20,000 | | | 60c | Grand Tunnel....." " | 4,000 | 100 | | | Montezuma (G. & S.) N. | 100,000 | 5 | | |
| El Dorado (Silver)....." " | 20,000 | | | 12c | Roscoe.....Ca. | 200,000 | 1 | | 10 | Green Mountain.....Pa. | 32,300 | 50 | | | Mt. Alpine (G.).....Col. | 250,000 | 5 | | |
| Essex....." " | 200,000 | 20 | | | Rud>Rudis | | | | | | | | | | | | | | |

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

PASSENGER RAILROAD SHARE LIST.

N. R.—A dash (—) signifies "nil" and leaders (—) "not ascertained."

PASSENGER RAILROAD BONDS.

| Fiscal year ending | Completed, equal in single yr | Length, in | In progress or projected | Equip-ment | | | | Companies | Cost of Road and Equip-ment | Share Capital paid in | Indebted-ness | | Earnings | | Dividends on paid capital | Par Value | Market Price | Description | Amount out-stand- ing | Rate | Pay-able | Principal payable | Market Price |
|--------------------|-------------------------------|------------|--------------------------|------------|---------|---------|-------------|--------------------------------|-----------------------------|-----------------------|---------------|---------|----------|---------|---------------------------|-----------|--------------|-----------------------------------|-----------------------|-----------|----------|-------------------|--------------|
| | | | | Horse | 2-horse | 4-horse | Bonded Debt | | | | Floating Debt | Gross | Nett | | | | | | | | | | |
| 30 Nov. '63 | 3.36 | | | | | | | MASSACHUSETTS | | | | | | | | | | Broadway (Brooklyn): | | | | | |
| 30 Nov. '63 | 4.18 | | | | | | | Boston and Chelsea | 110,000 | 140,000 | | | 7,200 | 7,200 | | | 42 | Real Estate Mortgage | 27,500 | 7 J. & J. | | 1870 | |
| 30 Nov. '63 | 32.96 | | | | | | | Broadway, Boston | 88,551 | 230,000 | | 12,500 | 62,446 | 21,195 | | | 55 | Brooklyn, Bath & Coney Is'd | | | | | |
| 30 Nov. '63 | 6.74 | | | | | | | Cambridge | 664,171 | 657,300 | 150,000 | 94 | | | | | 1034 | 1st Mortgage | 44,500 | 7 J. & J. | | 1883 | |
| 30 Nov. '63 | 8.27 | | | | | | | Cliftondale | 95,500 | 70,000 | 24,500 | 4,863 | | | | | | Brooklyn Centr. & Jamaica | | | | | |
| 30 Nov. '63 | 1.48 | | | | | | | Dorchester | 156,672 | 121,600 | | | 8,468 | 7,438 | 7 | | | 1st Mortgage | 304,250 | 7 J. & D. | | 1870 | |
| 30 Nov. '63 | 1.41 | | | | | | | Dorchester Extension | 12,800 | 12,800 | | | 1,024 | 1,024 | | | | Real Estate | 23,000 | | | | |
| 30 Nov. '63 | 1.48 | | | | | | | Dorchester and Roxbury | 18,742 | 12,000 | | | 6,800 | 1,200 | 8 | | | Brooklyn City | | | | | |
| 30 Nov. '63 | 11.75 | | | | | | | Lynn and Boston | 151,396 | 150,000 | 50,000 | 23,280 | 88,685 | 0,516 | | | | Brooklyn City & Newtown | | | | | |
| 30 Nov. '63 | 8.41 | | | | | | | Malden and Melrose | 60,246 | 200,000 | 73,100 | 66,223 | | | | | | 1st Mortgage | 166,000 | 7 J. & J. | | 1872 | |
| 30 Nov. '63 | 2.97 | | | | | | | Medford and Charlestown | 34,000 | 22,000 | 12,000 | | 2,040 | 2,040 | 6 | | | Cambridge: | | | | | |
| 30 Nov. '63 | 34.88 | | | | | | | Metropolitan (Boston) | 621,602 | 639,300 | | 297,509 | 388,616 | 65,539 | 10 | | | 1st Mortgage | 150,000 | 6 J. & J. | | 1881 | 1004 |
| 30 Nov. '63 | 7.50 | | | | | | | Middlesex (Boston) | 348,000 | 400,000 | | 39,783 | 174,422 | 32,618 | 8 | | | Central Park, East & North River: | | | | | |
| 30 Nov. '63 | 5.99 | | | | | | | Quincy | 75,525 | 53,000 | 50,932 | 16,650 | 26,837 | 6,012 | | | | Citizens' (Pittsburg) | | | | | |
| 30 Nov. '63 | 5.82 | | | | | | | Salem & South Dacvers | 57,100 | 73,300 | | 1,800 | 9,789 | 1,273 | | | | 1st Mortgage | 47,800 | 7 J. & J. | | 1870 | |
| 30 Nov. '63 | 2.63 | | | | | | | Somerville | 50,000 | 50,000 | | | 2,500 | 2,500 | | | | Cliftondale: | | | | | |
| 30 Nov. '63 | 2.50 | | | | | | | Stonham street (Boston) | 31,000 | 32,900 | | | 5,685 | 1,711 | 5 | | | 1st Mortgage | 26,000 | 6 J. & J. | | 1871 | |
| 30 Nov. '63 | 7.75 | | | | | | | Suffolk (Boston) | 167,485 | 123,250 | 24,800 | 63,079 | 42,750 | 1,591 | | | | Coney Island and Brooklyn | | | | | |
| 30 Nov. '63 | 1.53 | | | | | | | Union (Transportation) | 228,179 | 160,000 | 20,000 | 45,178 | 217,253 | 15,036 | 8 | | | 1st Mortgage | 13,000 | 7 J. & J. | | 1873 | |
| 30 Nov. '63 | 3.21 | | | | | | | West Cambridge | 12,850 | 12,850 | | 120 | 642 | 6 | | | | Delaware County: | | | | | |
| 30 Nov. '63 | 2.25 | | | | | | | West Roxbury | 40,558 | 40,400 | | | | | | | | 1st Mortgage | 6,500 | 6 | | | |
| 30 Nov. '63 | 5.00 | | | | | | | Winnimmet | 62,152 | 62,200 | | 4,798 | | | | | | Dorchester: | | | | | |
| 30 Nov. '63 | 5.00 | | | | | | | Worcester | 59,000 | 69,000 | 20,000 | | 6,202 | 542 | | | | Dorchester and Roxbury: | | | | | |
| 30 Nov. '63 | 5.00 | | | | | | | Worcester | 59,000 | 69,000 | 20,000 | | 6,202 | 542 | | | | 1st Mortgage | 7,900 | 6 J. & J. | | | |
| CONNECTICUT | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Jan. '64 | 3.0 | | | | | | | Fairhaven and Westville | 100,000 | 100,000 | | | | | | | | Forty-second street: | | | | | |
| 31 Dec. '62 | 8.5 | | | | | | | Hartford and Wethersfield | 300,000 | 300,000 | | | | | | | | 1st Mortgage | 127,150 | 7 J. & J. | | 1873 | |
| 30 Sep. '63 | 10.76 | | | | | | | Broadway (Brooklyn) | 216,918 | 200,000 | 7,500 | 408 | 55,780 | 15,491 | 6 | 100 | 110 | Frankford and Southwark: | | | | | |
| 30 Sep. '63 | 4.00 | | | | | | | Brooklyn, Bath & Coney Is'd | 106,125 | 61,825 | 44,500 | | | | | | | 1st Mortgage | 200,000 | 7 J. & J. | | 1866 | 107 |
| 30 Sep. '63 | 24.00 | | | | | | | Brooklyn Centr. & Jamaica | 804,870 | 492,150 | 337,150 | 44,778 | 146,318 | 7,216 | | | | 1st Mortgage | | | | | |
| 30 Sep. '63 | 66.18 | | | | | | | Brooklyn City | 1,331,357 | 1,000,000 | 170,000 | | 542,641 | 132,826 | 9 | 100 | 150 | Germantown: | | | | | |
| 30 Sep. '63 | 10.50 | | | | | | | Brooklyn City and Newtown | 284,765 | 346,000 | 166,000 | 11,790 | 61,463 | 7,881 | 3 | | | 1st Mortgage | 250,000 | 7 J. & J. | | 1869 | |
| 30 Sep. '63 | 10.00 | | | | | | | Brooklyn City & Ridgewood | 51,328 | 58,500 | | | | | | | | Green and Coates St.: | | | | | |
| 30 Sep. '63 | | | | | | | | Buffalo Street | | | | | | | | | | 1st Mortgage | 92,000 | 7 J. & J. | | 1870 | 100 |
| 30 Sep. '63 | | | | | | | | Central City (Syracuse) | | | | | | | | | | Hestonville, Mantua & Fairmount: | | | | | |
| 30 Sep. '63 | 16.00 | | | | | | | Centrl Pk.N. & E. Riv. (N.Y.) | 994,655 | 444,075 | 550,000 | | 19,794 | 7,008 | | | | 1st Mortgage | 40,000 | 7 J. & J. | | 1869 | |
| 30 Sep. '63 | 17.50 | | | | | | | Coney Island and Brooklyn | 543,687 | 494,800 | 13,000 | 44,251 | 63,286 | | | | | Hoboken and Weehawken: | | | | | |
| 30 Sep. '63 | 8.00 | | | | | | | East & North River (N.Y.) | 650 | 650 | | | | | | | | 1st Mortgage | 60,000 | 7 M. & S. | | 1872 | |
| 30 Sep. '63 | 17.33 | | | | | | | Eighth Avenue (N.Y.) | 978,584 | 800,000 | | 30,000 | 388,598 | 124,445 | 12 | 100 | | Lynn and Boston: | | | | | |
| 30 Sep. '63 | 11.00 | | | | | | | 42d st. & Grand st. Ferry | 126,361 | 600,000 | 127,100 | | 4,000 | | | | | 1st Mortgage [road] | 50,000 | 6 M. & S. | | 71-72 | 100 |
| 30 Sep. '63 | | | | | | | | Fourth Avenue (N.Y.) | | | | | | | | | | Malden and Melrose: | | | | | |
| 30 Sep. '63 | 4.62 | | | | | | | Grand St. & Newtown (Wg) | | | | | | | | | | 1st Mortgage guaranteed | 75,000 | 6 | | 1880 | 91 |
| 30 Sep. '63 | 4.93 | | | | | | | Harlem Br. Morris & Ford m | | | | | | | | | | Medford and Charlestown: | | | | | |
| 30 Sep. '63 | | | | | | | | Main & Ohio St. (Buffalo) | | | | | | | | | | 1st Mort. (Winter St. Br.) | 12,000 | 6 | | | |
| 30 Sep. '63 | | | | | | | | Niagara Street (Buffalo) | | | | | | | | | | Metropolitan: | | | | | |
| 30 Sep. '63 | 19.00 | | | | | | | Ninth Avenue (N.Y.) | 447,598 | 795,300 | 57,000 | | 97,241 | 23,479 | | | | 1st Mortgage | 36,625 | 6 | | | |
| 30 Sep. '63 | | | | | | | | N.Riv. & Wall st. Ferry (N.Y.) | 1,200 | 1,200 | | | | | | | | Real Estate Mortgage | 6 | | | | |
| 30 Sep. '63 | 11.00 | | | | | | | Port Morris & Westchester | | | | | | | | | | Middlesex: | | | | | |
| 30 Sep. '63 | 7.50 | | | | | | | Rochester City & Brighton | 81,500 | 66,000 | 6,000 | 7,638 | 3,977 | | | | | Malden & Melrose bonds | 60,000 | | | 1870 | |
| 30 Sep. '63 | 16.00 | | | | | | | Second Avenue (N.Y.) | 1,135,848 | 650,000 | 500,000 | 25,000 | 230,354 | 51,127 | | | | Real Estate | 6,210 | | | | |
| 30 Sep. '63 | 8.37 | | | | | | | Sixth Avenue (N.Y.) | 1,181,893 | 750,000 | 15,000 | | 412,600 | 99,227 | 10 | 100 | 118 | Ninth Avenue: | | | | | |
| 30 Sep. '63 | | | | | | | | Tenth Av. & 32d st. (N.Y.) | | | | | | | | | | 1st Mortgage | | | | | |
| 30 Sep. '63 | 16.50 | | | | | | | Third Avenue (N.Y.) | 1,519,308 | 1,170,000 | 400,000 | | 682,131 | 233,079 | 12 | 100 | 240 | Real Estate | | | | | |
| 30 Sep. '63 | | | | | | | | Troy and Lansingburg | | | | | | | | | | Ninth Avenue: | | | | | |
| 30 Sep. '63 | 2.00 | | | | | | | Utica City | 2,160 | 7,080 | | | 1,693 | 310 | | | | 1st Mortgage | 47,000 | 7 | | | |
| 30 Sep. '63 | 1.50 | | | | | | | V.Brunt st. & Erie Bas. (Buff) | 62,000 | 500,000 | 6,000 | 5,150 | 4,582 | 752 | | | | North Philadelphia: | | | | | |
| 30 Sep. '63 | 1.50 | | | | | | | V.Brunt st. & Erie Bas. (Buff) | 62,000 | 500,000 | 6,000 | 5,150 | 4,582 | 752 | | | | 1st Mortgage | 100,000 | 7 J. & J. | | 1869 | |
| NEW JERSEY | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '62 | 5.82 | | | | | | | Hoboken and Hudson City | 32,000 | 30,000 | | 2,900 | | | | | | Orange and Newark: | | | | | |
| 31 Dec. '62 | 6.05 | | | | | | | Hoboken and Weehawken | 134,400 | 70,000 | 60,000 | | 17,228 | 9,986 | 3 | | | 1st Mortgage Broad street | 100,000 | 7 J. & J. | | 1881 | |
| 31 Dec. '62 | 10.47 | | | | | | | Jersey City & Bergen Point | | | | | | | | | | O. & Newark | 100,000 | 7 J. & J. | | 1880 | |
| 31 Dec. '62 | 17.00 | | | | | | | Orange and Newark | 411,000 | 211,000 | 200,000 | | 71,950 | 19,183 | | | | 2d Mortgage | 100,000 | 7 J. & J. | | 1883 | |
| 31 Dec. '62 | 5.90 | | | | | | | West Hoboken & Hoboken | 100,000 | 40,000 | 60,000 | | | | | | | Philadelphia City: | | | | | |
| 31 Oct. '63 | 7.89 | | | | | | | Chestnut & Walnut (Phila.) | 197,578 | 100,000 | 135,000 | | 104,728 | 50,698 | 40 | 10 | 48 | 1st Mortgage | 135,000 | 6 J. & J. | | 1879 | 91 |
| 31 Oct. '63 | 8.15 | | | | | | | Citizens' (Pittsburg) | 157,627 | 92,000 | 64,200 | 5,830 | 99,867 | 30,168 | 20 | | | Philadelphia and Darby: | | | | | |
| 31 Oct. '63 | 4.12 | | | | | | | Delaware County | 30,729 | 24,080 | 6,500 | 2,850 | 5,668</ | | | | | | | | | | |

FEDERAL AND STATE SECURITIES.

| DESCRIPTION OF SECURITIES. | | Amounts outstanding. | Rate. | Periods. | WHEN DUE. | Market Price. | DESCRIPTION OF SECURITIES. | | Amounts outstanding. | Rate. | Periods. | WHEN DUE. | Market Price. |
|--|-------------|----------------------|--------------|----------|-----------|---------------|--|---|-----------------------------------|-------|-----------------|-----------|---------------|
| UNITED STATES LOANS | | | | | | | MASSACHUSETTS-Union Fund Loan.....coupon | | | | | | |
| Loan of Jan. 25, 1847.....registered | \$9,415,250 | 6 | Jan. & July. | 1867 | 123 | | " | " | 3,000,000 | 6 | Jan. & July. | 71-76 | 1304 |
| Loan of March 31, 1848.....registered | 8,908,342 | 6 | " | 1868 | 117 | | " | " | 600,000 | 6 | " | 77-78 | 118 |
| ".....coupon | | 6 | " | 1868 | 118 | | " | " | 500,000 | 6 | May & Nov. | 1863 | 119 |
| Texas Indemnity, of Sep. 9, 1850.....coupon | 2,032,000 | 6 | " | 1866 | 220 | | " | " | 1,000,000 | 6 | " | 1863 | 118 |
| Loan of June 14, 1858.....registered | 20,000,000 | 6 | " | 1874 | 98 | | " | " | 168,000 | 6 | " | 1880 | |
| ".....coupon | | 6 | " | 1874 | 98 | | " | " | 216,000 | 6 | Jan. & July. | 1878 | 100 |
| Loan of June 22, 1860.....registered | 7,022,000 | 6 | " | 1871 | 99 | | " | " | 100,000 | 6 | " | 1879 | |
| ".....coupon | | 6 | " | 1871 | 98 | | " | " | 687,000 | 7 | " | 1886 | 100 |
| Oregon War Debt of March, 1861.....coupon | 1,016,000 | 6 | " | 1881 | 100 | | " | " | 2,000,000 | 6 | " | 68-88 | |
| ".....coupon | | 6 | Yearly. | 1881 | 102 | | " | " | 250,000 | 6 | Jan. & July. | 1867 | 100 |
| Loan of Feb. 2, 1861.....registered | 18,415,000 | 6 | Jan. & July. | 1881 | 101 | | " | " | 100,000 | 7 | " | 1871 | |
| ".....coupon | | 6 | " | 1881 | 100 | | " | " | 2,276,000 | 7 | " | 1883 | |
| Loan of July 17, & Aug. 5, 1861.....registered | 349,977,900 | 6 | " | 1881 | 107 | | " | " | 2,000,000 | 6 | Jan. & July. | 41-71 | |
| ".....coupon | | 6 | " | 1881 | 107 | | " | " | 63,000 | 6 | " | 1863 | |
| Loan of Feb. 23, 1862 (5-20s).....registered | 510,756,900 | 6 | May & Nov. | 1882 | 103 | | " | " | 100,000 | 6 | April & Oct. | 1863 | |
| ".....coupon | | 6 | " | 1882 | 104 | | " | " | 40,000 | 6 | Jan. & July. | 1863 | |
| Loan of March 2, 1864, (10-40s).....registered | 81,980,000 | 6 | Mar. & Sept. | 1904 | 94 | | " | " | 200,000 | 6 | " | 72-82 | 98 |
| ".....coupon | | 6 | " | 1904 | 97 | | " | " | 7,000,000 | 6 | " | 72-82 | 98 |
| Loan of March 9, 1864 (5-20s).....registered | 40,000,000 | 6 | May & Nov. | 1884 | 103 | | " | " | 4,600,000 | 6 | " | 73-87 | 98 |
| ".....coupon | | 7.5 | April & Oct. | 1884 | 115 | | " | " | 3,000,000 | 6 | " | 73-87 | 98 |
| Treasury Notes of July 17, 1861.....coupon | 14,145,900 | 7.5 | Feb. & Aug. | 1867 | 96 | | " | " | 4,500,000 | 6 | " | 78-89 | |
| of Mar. 3, 1864.....coupon | 76,695,550 | 7.5 | At maturity. | 1867 | | | " | " | 3,601,000 | 6 | " | 78-89 | |
| Debt Certificates..... | 230,373,000 | 6 | " | | | | " | " | 650,000 | 6 | " | 1889 | |
| One Year Treasury Notes (legal tender)..... | 43,586,000 | 6 | " | | | | " | " | 700,000 | 9 | June & Dec. | 64-66 | |
| Two Years..... | 16,745,000 | 6 | " | | | | " | " | 431,000 | | | | |
| Two Year's Treasury Notes (coupon)..... | 61,186,710 | 6 | June & Dec. | 1865 | | | " | " | 780,000 | | | | |
| Three Year's Compound Interest notes of '63..... | 15,000,000 | 6 | at maturity. | 1866 | | | " | " | 636,160 | | Feb. & Aug. | 1870 | 100 |
| of '64..... | 98,513,570 | 6 | " | 1867 | | | " | " | 300,000 | | | | |
| STATE LOANS. | | | | | | | New Jersey—State stock.....registered | | | | | | |
| Alabama—State bonds.....coupon | 8,423,000 | 5 | Jan. & July. | 1877 | --- | | " | " | State bonds (war loan).....coupon | 6 | Jan. & July. | 65-71 | |
| Arkansas—State bonds.....coupon | 890,000 | 6 | " | 1868 | | | " | " | 531,820 | 6 | " | 1871 | |
| ".....(R. R. & Fk)..... | 610,000 | 6 | " | 1868 | | | " | " | 200,000 | 5 | Jan. & July. | pleas. | |
| ".....(Bk of State)..... | 35,000 | 6 | " | 1868 | | | " | " | 848,107 | 5 | " | 1876 | |
| California—Civil bonds of 1857.....coupon | 3,727,500 | 7 | Jan. & July. | 1878 | 160 | | " | " | 442,981 | 5 | May & Nov. | 1863 | 107 |
| ".....1860..... | 195,500 | 7 | " | 1878 | | | " | " | 1,150,781 | 6 | Jan. & July. | pleas. | |
| ".....War bonds..... | 610,001 | 7 | " | 1872 | | | " | " | 1,300,000 | 6 | " | 68-78 | |
| Connecticut—War Fund bonds.....coupon | 2,000,000 | 6 | Jan. & July. | 71-72 | 105 | | " | " | 700,000 | 7 | " | 1870 | 112 |
| "..... | 1,000,000 | 6 | " | 81-82 | | | " | " | 28,698 | 5 | " | d'm'd. | |
| "..... | 148,000 | 6 | " | 1882 | | | " | " | 11,050 | 5 | " | d'm'd. | |
| Florida—State bonds.....coupon | 72,000 | 7 | Jan. & July. | 1872 | | | " | " | 14,280 | 5 | " | d'm'd. | |
| Georgia—State bonds.....coupon | 2,073,750 | 6 | " | 63-80 | 65 | | " | " | 421,003 | 6 | Jan. & July. | 65-67 | |
| ".....(R. R. & Fk)..... | 628,000 | 7 | " | 62-72 | | | " | " | 287,700 | 4 | J. A., J., & O | 1864 | |
| ".....(R. B.)..... | 1,970,967 | 6 | Jan. & July. | 1870 | 101 | | " | " | 68,000 | 5 | Feb. & Aug. | 1876 | |
| Illinois—New Int. Impr. stock.....inscribed | 1,822,038 | 6 | " | 1871 | 100 | | " | " | 28,000 | 5 | J. A., J., & O. | 1865 | |
| ".....bonds..... | 787,222 | 6 | " | 1880 | 100 | | " | " | 320,000 | 5 | Jan. & July. | 1865 | |
| ".....Interest stock..... | 2,187,000 | 6 | " | 1880 | 100 | | " | " | 100,000 | 6 | " | 1867 | |
| ".....Refunded stock.....coupon | 2,000,000 | 6 | " | 1870 | 99 | | " | " | 6,922,274 | 5 | " | 63-74 | 109 |
| ".....War bonds..... | 1,778,423 | 6 | " | 1870 | 100 | | " | " | 16,889,025 | 5 | " | 64-76 | 111 |
| ".....Canal bonds (sterling)..... | 1,939,397 | 6 | " | 1870 | 100 | | " | " | 1,200,000 | 7 | " | 1894 | |
| ".....(dollar)..... | 6,325,500 | 6 | Jan. & July. | 1880 | 86 | | " | " | 9,129,505 | 6 | Various. | Var. | 89 |
| Indiana—State stock.....registered | 2,058,173 | 2 | " | 1886 | 68 | | " | " | 1,268,279 | 6 | Jan. & July. | 1860 | 110 |
| ".....State Int. Imp bonds (not adjusted)..... | 891,000 | 6 | " | d'm'd. | | | " | " | 1,916,000 | 5 | " | 1865 | 96 |
| ".....State War Loan bonds.....coupon | 1,371,780 | 6 | May & Nov. | 1881 | 99 | | " | " | 379,866 | 6 | " | 1869 | |
| ".....Canal Preferred stock..... | 4,079,500 | 5 | Jan. & July. | 1881 | 86 | | " | " | 2,183,532 | 6 | " | 1870 | 105 |
| ".....special stock..... | 1,218,737 | 5 | " | | | | " | " | 1,000,000 | 6 | " | 1875 | 105 |
| ".....Interest stock..... | 1,213,000 | 5 | " | | | | " | " | 4,995,309 | 6 | " | 1881 | 107 |
| ".....special stock..... | 479,545 | 5 | " | | | | " | " | 2,400,000 | 6 | " | 1893 | 108 |
| Iowa—State stocks.....coupon | 20,000 | 7 | Jan. & July. | 1868 | | | " | " | 125,680 | 6 | " | 1863 | 108 |
| ".....(war loan)..... | 800,000 | 7 | " | 81-82 | | | " | " | 1,500 | 6 | " | 1860 | |
| ".....bonds to School Fund..... | 122,296 | 10 | Annually. | d'm'd. | | | " | " | 279,313 | 6 | " | 1868 | |
| Kansas—State bonds (sinking fund).....coupon | 144,000 | 7 | Jan. & July. | 1876 | | | " | " | 2,920,403 | 6 | Yearly. | | |
| ".....(domestic)..... | 54,000 | 7 | May & Nov. | 1878 | | | " | " | 56,372 | 4 | April & Oct. | due. | |
| "..... | 65,000 | 6 | July. | 1883 | | | " | " | 181,200 | 5 | Jan. & July. | due. | 92 |
| Kentucky—State bonds.....coupon | 4,800,000 | 6 | Jan. & July. | 68-75 | | | " | " | 10,780,095 | 6 | Feb. & Aug. | due. | |
| ".....(bank)..... | 600,000 | 5 | " | 81-91 | | | " | " | 8,886,070 | 6 | Mar. & Sept. | due. | |
| ".....(war loan)..... | 67,500 | 5 | " | 93-96 | | | " | " | 8,690,614 | 5 | June & Dec. | due. | |
| "..... | 2,000,000 | 5 | " | 1891 | | | " | " | 3,241,898 | 5 | Feb. & Aug. | due. | 107 |
| Louisiana—State bonds (R. R. etc.).....coupon | 516,130 | 6 | " | 91-96 | 110 | | " | " | 210,263 | 4 | Jan. & July. | 1892 | 104 |
| ".....(R. R. etc.)..... | 3,902,000 | 6 | " | 1871 | | | " | " | 200,000 | 5 | " | 1894 | |
| ".....(banks)..... | 6,898,633 | 6 | " | d'm'd. | 68 | | " | " | 675,029 | 5 | Feb. & Aug. | 1864 | |
| ".....(war loan)..... | 670,000 | 6 | " | 67-99 | | | " | " | 1,045,629 | 5 | June & Dec. | 1864 | |
| Maine—State bonds.....coupon | 1,000,000 | 6 | Mar. & Sept. | 63-77 | 100 | | " | " | 1,553,673 | 6 | Jan. & July. | 1885 | |
| Maryland—State bonds (st'p'g).....coupon | 816,000 | 6 | Jan. & July. | 81-83 | 101 | | " | " | 2,277,755 | 6 | " | 1868 | |
| ".....(st'p'g conv.)..... | 200,376 | 5 | " | 1865 | | | " | " | 1,766,214 | 5 | " | 1870 | 100 |
| ".....(st'p'g conv.)..... | 5,585,585 | 5 | " | 80-90 | 104 | | " | " | 4,860,000 | 5 | Feb. & Aug. | 1877 | 99 |
| ".....(dollar).....inscribed | 2,400,569 | 5 | " | 80-90 | 108 | | " | " | 428,000 | 5 | Jan. & July. | 1882 | |
| "..... | 600,000 | 3 | " | 1890 | | | " | " | 400,000 | 6 | April & Oct. | 1879 | 105 |
| "..... | 100,000 | 4 | " | 1888 | | | " | " | 650,000 | 5 | Jan. & July. | 1882 | |
| "..... | 767,560 | 5 | " | 80-90 | 104 | | " | " | 360,987 | 5 | " | | |
| "..... | 809,408 | 5 | " | 1871 | | | " | " | 97,360 | 6 | Feb. & Aug. | 1871 | 104 |
| "..... | 148,711 | 5 | " | 80-90 | 103 | | " | " | 3,000,000 | 6 | Mar. & Sept. | 1882 | 101 |
| "..... | 133,689 | 6 | " | pleas. | | | " | " | 2,000,000 | 6 | " | 68-90 | |
| "..... | 3,000,000 | 6 | " | 1870 | 107 | | " | " | 484,444 | 6 | " | 77 | 50 |
| "..... | 35,000 | 6 | " | 1885 | | | " | " | 1,708,017 | 6 | " | 1882 | 60 |
| "..... | 603,383 | 6 | " | 80-90 | 114 | | " | " | 1,310,000 | 6 | " | Var. | 48 |
| Massachusetts—State b'ds (Western R.R.).....stg. | 2,965,555 | 6 | April & Oct. | 68-71 | | | " | " | 1,125,000 | 6 | " | 1890 | 55 |
| ".....(T. & G.R.R.).....dollar | 508,380 | 6 | " | 88-90 | | | " | " | 2,063,608 | 6 | " | 1890 | 56 |
| "..... | 416,000 | 5 | " | 90-91 | 121 | | " | " | 176,000 | 6 | " | 63-64 | |
| ".....(Eastern R.R.)..... | 800,000 | 6 | " | 1898 | 123 | | " | " | 58,000 | 6 | " | 62-63 | |
| ".....(N. & W. R.R.)..... | 600,000 | 6 | Jan. & July. | 66-71 | 120 | | " | " | 751,000 | 6 | Jan. & July. | 1870 | 104 |
| ".....(Cons.Stat.ac.)..... | 150,000 | 6 | " | 1870 | | | " | " | 404,000 | 5 | Various. | Var. | |
| ".....(Buildings ac.)..... | 200,000 | 6 | June & Dec. | 68-77 | 123 | | " | " | 18,264,642 | 6 | Jan. & July. | 83-93 | 48 |
| "..... | 845,000 | 5 | April & Oct. | 68-74 | | | " | " | 12,624,600 | 6 | " | 85-93 | |
| "..... | 200,000 | 5 | May & Nov. | 66-72 | | | " | " | 1,865,000 | 5 | " | 1892 | |
| "..... | 94,000 | 6 | Jan. & July. | 1874 | | | " | " | | | | | |
| ".....scrip..... | 200,000 | 6 | " | 64-66 | | | " | " | | | | | |
| "..... | 247,000 | 6 | June & Dec. | 68-72 | | | " | " | | | | | |
| "..... | 62,000 | 5 | " | 68-72 | | | " | " | | | | | |
| Rhode Island—State bonds (war loan).....coupon | | | | | | | Tennessee—State bonds (banks).....coupon | | | | | | |
| South Carolina—State bonds (stg).....coupon | | | | | | | Texas—Had no debt in 1861..... | | | | | | |
| ".....inscribed certificates..... | | | | | | | Vermont—Inscribed certificates..... | | | | | | |
| ".....State b'ds (railroads).....coupon | | | | | | | ".....State bonds (war loan).....coupon | | | | | | |
| Tennessee—State bonds (banks).....coupon | | | | | | | Virginia—Inscribed certificates (civil)..... | | | | | | |
| ".....(Intern. Impr.)..... | | | | | | | ".....(railroad)..... | | | | | | |
| ".....(railroads)..... | | | | | | | ".....State bonds (railroad).....coupon | | | | | | |
| ".....(capitol)..... | | | | | | | ".....(sterling)..... | | | | | | |
| ".....(Hermitage)..... | | | | | | | West Virginia—No information..... | | | | | | |
| Texas—Had no debt in 1861..... | | | | | | | Wisconsin—State bonds (civil).....coupon | | | | | | |
| Vermont—Inscribed certificates..... | | | | | | | ".....(war)..... | | | | | | |
| ".....State bonds (war loan).....coupon | | | | | | | ".....(domestic)..... | | | | | | |
| Virginia—Inscribed certificates (civil)..... | | | | | | | "..... | | | | | | |
| ".....(railroad)..... | | | | | | | "..... | | | | | | |
| ".....State bonds (railroad).....coupon | | | | | | | "..... | | | | | | |
| ".....(sterling)..... | | | | | | | "..... | | | | | | |
| West Virginia—No information..... | | | | | | | "..... | | | | | | |
| Wisconsin—State bonds (civil).....coupon | | | | | | | "..... | | | | | | |
| ".....(war)..... | | | | | | | "..... | | | | | | |
| ".....(domestic)..... | | | | | | | "..... | | | | | | |
| "..... | | | | | | | "..... | | | | | | |
| "..... | | | | | | | "..... | | | | | | |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--|----------|-----------|-----------|-----------|-----------|-----------|---------|-----------|------------|-----------|-----------|-----------|------------|
| Chicago and Alton: | | | | | | | | | | | | | |
| 1899 | 55,784 | 55,123 | 74,690 | 63,995 | 86,211 | 76,429 | 81,453 | 108,635 | 94,928 | 107,765 | 78,751 | 64,987 | 938,641 |
| 1900 | 81,581 | 76,621 | 78,261 | 65,358 | 75,260 | 63,761 | 75,474 | 136,897 | 141,714 | 122,457 | 104,254 | 80,296 | 1,098,404 |
| 1901 | 73,169 | 98,591 | 110,935 | 72,196 | 81,904 | 90,626 | 96,096 | 128,191 | 182,639 | 119,409 | 116,301 | 111,966 | 1,228,001 |
| 1902 | 109,850 | 101,555 | 104,372 | 122,084 | 132,801 | 145,542 | 149,187 | 167,948 | 170,444 | 170,910 | 154,969 | 158,904 | 1,678,706 |
| 1903 | 100,991 | 154,417 | 206,802 | 162,722 | 178,753 | 206,090 | 224,256 | 312,191 | 320,837 | 281,419 | ----- | ----- | ----- |
| Chicago and Rock Island: | | | | | | | | | | | | | |
| 1899 | 60,068 | 55,497 | 68,115 | 71,792 | 78,578 | 72,692 | 67,076 | 87,238 | 120,053 | 126,090 | 100,440 | 82,252 | 984,577 |
| 1900 | 66,703 | 77,408 | 89,170 | 104,272 | 100,403 | 82,895 | 130,049 | 124,500 | 146,889 | 92,878 | 78,457 | 76,457 | 1,181,008 |
| 1901 | 83,030 | 63,975 | 77,097 | 76,609 | 102,163 | 90,621 | 88,410 | 130,542 | 164,084 | 162,637 | 123,319 | 118,743 | 1,261,000 |
| 1902 | 120,776 | 90,607 | 76,576 | 76,459 | 102,363 | 138,374 | 119,947 | 117,086 | 146,268 | 161,503 | 138,795 | 135,595 | 1,428,439 |
| 1903 | 140,024 | 130,225 | 122,512 | 126,798 | 144,995 | 170,987 | 139,142 | 160,806 | 210,729 | 216,080 | 196,435 | 201,134 | 1,689,207 |
| 1904 | 158,735 | 175,482 | 243,150 | 176,838 | 188,565 | 205,866 | 195,103 | 271,141 | 331,494 | 312,049 | ----- | ----- | ----- |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1899 | 18,569 | 10,535 | 22,970 | 25,851 | 28,291 | 28,068 | 34,329 | 28,536 | 51,240 | 55,881 | 55,003 | 42,101 | 400,459 |
| 1900 | 32,192 | 33,408 | 46,346 | 48,919 | 62,392 | 46,985 | 59,500 | 49,571 | 80,819 | 168,787 | 74,331 | 68,654 | 678,754 |
| 1901 | 48,325 | 48,651 | 69,920 | 60,410 | 84,891 | 55,229 | 76,597 | 60,527 | 87,167 | 106,146 | 81,296 | 55,199 | 856,658 |
| 1902 | 46,605 | 49,103 | 69,240 | 54,725 | 84,706 | 104,815 | 95,340 | 71,306 | 104,094 | 194,787 | 108,956 | 90,991 | 904,677 |
| 1903 | 69,091 | 61,160 | 92,483 | 103,450 | 107,868 | 124,283 | 115,861 | 106,491 | 172,072 | 210,476 | 163,388 | 153,522 | 1,488,197 |
| 1904 | 98,123 | 111,495 | 167,962 | 174,589 | 188,629 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Cleveland and Toledo: | | | | | | | | | | | | | |
| 1899 | 59,856 | 56,779 | 75,709 | 62,294 | 55,652 | 52,788 | 44,781 | 61,791 | 72,389 | 79,675 | 76,304 | 62,220 | 789,236 |
| 1900 | 78,170 | 67,210 | 96,290 | 76,032 | 65,907 | 55,085 | 50,386 | 66,573 | 84,698 | 94,406 | 82,467 | 62,400 | 889,490 |
| 1901 | 85,239 | 74,918 | 85,663 | 90,324 | 65,302 | 63,137 | 62,269 | 60,285 | 84,640 | 96,528 | 85,401 | 108,283 | 955,069 |
| 1902 | 106,263 | 88,468 | 103,175 | 87,915 | 69,716 | 64,910 | 71,716 | 78,588 | 102,176 | 112,507 | 117,284 | 164,876 | 1,167,544 |
| 1903 | 145,916 | 146,839 | 165,780 | 121,278 | 103,407 | 99,569 | 90,882 | 95,184 | 130,581 | 150,397 | 143,836 | 165,920 | 1,679,609 |
| 1904 | 154,068 | 176,105 | 260,329 | 158,077 | 125,000 | 100,000 | 113,515 | 154,245 | ----- | ----- | ----- | ----- | ----- |
| Erie: | | | | | | | | | | | | | |
| 1899 | 304,708 | 319,593 | 372,296 | 380,843 | 349,958 | 330,657 | 361,819 | 359,114 | 455,235 | 455,959 | 588,008 | 414,764 | 4,851,049 |
| 1900 | 354,000 | 345,000 | 433,311 | 457,161 | 393,409 | 393,409 | 319,955 | 477,642 | 600,124 | 587,242 | 561,448 | 412,728 | 5,385,424 |
| 1901 | 404,507 | 391,932 | 458,560 | 547,174 | 506,610 | 430,083 | 372,705 | 419,010 | 515,948 | 719,364 | 734,108 | 714,811 | 6,214,188 |
| 1902 | 609,097 | 601,595 | 638,006 | 626,070 | 587,416 | 528,842 | 595,024 | 616,962 | 765,421 | 885,186 | 902,906 | 963,889 | 8,400,384 |
| 1903 | 845,695 | 839,949 | 956,445 | 948,059 | 848,783 | 770,148 | 731,243 | 687,092 | 816,901 | 965,294 | 1,024,049 | 1,035,321 | 10,469,481 |
| 1904 | 984,837 | 914,133 | 1,094,508 | 1,070,508 | 1,062,493 | 1,021,976 | 974,517 | 1,085,364 | 1,291,006 | 1,202,569 | ----- | ----- | ----- |
| Galena and Chicago | | | | | | | | | | | | | |
| 1899 | 60,652 | 62,698 | 80,798 | 93,254 | 115,608 | 93,449 | 80,705 | 166,541 | 219,528 | 232,108 | 142,658 | 94,860 | 1,462,752 |
| 1900 | 76,859 | 101,600 | 108,795 | 166,707 | 162,823 | 145,389 | 150,389 | 200,276 | 221,328 | 122,328 | 172,700 | 122,809 | 1,720,899 |
| 1901 | 109,867 | 106,424 | 74,846 | 90,180 | 168,194 | 225,048 | 190,456 | 129,019 | 188,370 | 208,675 | 168,539 | 143,532 | 1,772,541 |
| 1902 | 132,517 | 121,161 | 129,226 | 136,601 | 172,843 | 212,946 | 143,517 | 163,245 | 261,494 | 287,122 | 228,407 | 201,710 | 2,103,296 |
| 1903 | 143,906 | 169,577 | 177,251 | 196,872 | 220,825 | ----- | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Hudson River: | | | | | | | | | | | | | |
| 1899 | 192,161 | 190,589 | 176,773 | 121,123 | 141,269 | 115,444 | 125,306 | 155,164 | 164,973 | 170,157 | 167,443 | 232,033 | 1,983,484 |
| 1900 | 212,714 | 209,422 | 161,047 | 134,606 | 156,281 | 129,996 | 140,860 | 167,230 | 190,000 | 193,951 | 166,549 | 230,870 | 2,076,922 |
| 1901 | 223,157 | 206,343 | 167,500 | 189,751 | 150,808 | 122,683 | 114,904 | 183,299 | 146,424 | 178,281 | 197,762 | 248,233 | 2,023,587 |
| 1902 | 307,330 | 281,508 | 308,963 | 292,346 | 192,442 | 151,427 | 159,769 | 193,442 | 212,118 | 239,911 | 270,083 | 403,571 | 2,922,970 |
| 1903 | 458,953 | 425,047 | 396,802 | 270,676 | 244,771 | 202,392 | 190,364 | 219,561 | 288,100 | 302,174 | 295,750 | 454,560 | 3,726,140 |
| 1904 | 501,231 | 472,240 | 556,028 | 278,540 | 251,759 | 285,019 | 273,726 | 306,595 | 361,600 | 340,900 | ----- | ----- | ----- |
| Illinois Central: | | | | | | | | | | | | | |
| 1899 | 132,936 | 134,811 | 154,690 | 163,644 | 144,894 | 149,592 | 139,102 | 181,612 | 246,829 | 245,392 | 250,742 | 192,522 | 2,120,066 |
| 1900 | 185,267 | 185,926 | 209,994 | 183,758 | 219,800 | 188,060 | 193,931 | 248,971 | 259,643 | 321,059 | 243,163 | 225,196 | 2,694,948 |
| 1901 | 321,844 | 279,268 | 229,334 | 192,054 | 199,488 | 177,829 | 189,280 | 268,983 | 289,862 | 324,020 | 243,249 | 224,401 | 2,899,612 |
| 1902 | 190,130 | 236,637 | 181,064 | 191,648 | 206,246 | 269,282 | 261,079 | 352,786 | 414,543 | 410,336 | 372,698 | 359,463 | 3,445,827 |
| 1903 | 299,944 | 271,085 | 275,643 | 289,224 | 334,687 | 407,992 | 343,929 | 511,395 | 478,576 | 496,433 | 437,670 | 424,531 | 4,571,028 |
| 1904 | 318,200 | 406,595 | 445,330 | 421,457 | 414,781 | 497,223 | 404,107 | 585,454 | 767,363 | 694,299 | ----- | ----- | ----- |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1899 | 38,904 | 26,252 | 25,891 | 38,579 | 32,668 | 29,384 | 37,271 | 56,687 | 44,452 | 61,329 | 55,257 | 48,544 | 512,218 |
| 1900 | 38,203 | 53,778 | 60,540 | 64,306 | 55,326 | 40,706 | 58,704 | 52,864 | 77,112 | 63,059 | 70,764 | 68,863 | 710,223 |
| 1901 | 56,540 | 77,874 | 90,755 | 73,215 | 83,964 | 75,055 | 89,535 | 94,575 | 96,062 | 90,576 | ----- | ----- | ----- |
| Milwaukee and Prairie du Chien: | | | | | | | | | | | | | |
| 1899 | 37,520 | 32,301 | 39,501 | 45,811 | 59,082 | 48,797 | 37,429 | 60,229 | 132,761 | 168,615 | 90,900 | 44,895 | 799,841 |
| 1900 | 64,246 | 44,027 | 45,637 | 49,102 | 112,266 | 141,771 | 107,117 | 90,465 | 134,725 | 177,879 | 150,184 | 67,990 | 1,153,409 |
| 1901 | 38,903 | 62,907 | 47,010 | 61,759 | 150,218 | 144,915 | 108,731 | 76,163 | 106,661 | 132,072 | 61,835 | 1,153,734 | ----- |
| 1902 | 67,150 | 76,132 | 44,928 | 86,177 | 106,967 | 111,260 | 71,587 | 69,382 | 165,417 | 105,064 | 138,342 | 90,000 | 1,224,348 |
| 1903 | 102,748 | 116,135 | 88,222 | 140,417 | 186,747 | 212,226 | 189,647 | 113,598 | 168,218 | 178,526 | ----- | ----- | ----- |
| Michigan Southern & Northern Indiana: | | | | | | | | | | | | | |
| 1899 | 104,845 | 106,828 | 143,626 | 145,255 | 138,084 | 122,796 | 101,710 | 161,170 | 173,870 | 216,465 | 196,495 | 152,172 | 1,754,519 |
| 1900 | 131,467 | 119,538 | 166,454 | 170,842 | 175,481 | 124,658 | 127,273 | 196,521 | 233,551 | 273,722 | 203,492 | 184,973 | 2,063,590 |
| 1901 | 140,925 | 116,983 | 153,170 | 170,362 | 161,391 | 128,558 | 178,773 | 235,690 | 276,181 | 281,265 | 219,077 | 219,077 | 2,189,077 |
| 1902 | 185,152 | 163,728 | 187,500 | 168,130 | 200,826 | 181,933 | 180,915 | 226,819 | 275,109 | 336,813 | 305,284 | 279,599 | 2,647,832 |
| 1903 | 248,784 | 230,568 | 257,227 | 268,613 | 264,985 | 241,236 | 189,145 | 238,012 | 308,108 | 375,567 | 332,260 | 348,043 | 3,302,541 |
| 1904 | 256,000 | 304,445 | 335,058 | 327,204 | 264,818 | 311,717 | 279,129 | 355,264 | 598,330 | 404,568 | ----- | ----- | ----- |
| Michigan Central: | | | | | | | | | | | | | |
| 1899 | 101,886 | 102,969 | 151,864 | 143,143 | 127,145 | 119,770 | 108,303 | 150,366 | 210,537 | 226,077 | 181,617 | 182,499 | 1,754,416 |
| 1900 | 110,712 | 107,749 | 158,511 | 165,741 | 123,085 | 128,393 | 193,540 | 251,423 | 300,474 | 196,182 | 129,022 | 2,025,142 | ----- |
| 1901 | 142,334 | 119,764 | 151,671 | 172,614 | 149,550 | 133,620 | 123,377 | 144,982 | 234,844 | 307,338 | 242,089 | 200,134 | 2,124,314 |
| 1902 | 230,159 | 169,658 | 151,992 | 176,696 | 186,039 | 174,002 | 172,189 | 216,624 | 295,956 | 332,869 | 307,474 | 258,634 | 2,650,702 |
| 1903 | 243,073 | 245,853 | 226,432 | 238,495 | 236,453 | 206,221 | 193,328 | 215,449 | 308,188 | 375,438 | 339,794 | 306,180 | 3,168,065 |
| 1904 | 252,435 | 278,548 | 348,802 | 338,276 | 271,553 | 265,780 | 263,244 | 340,781 | 408,445 | 408,866 | ----- | ----- | ----- |
| New York Central: | | | | | | | | | | | | | |
| 1899 | 280,849 | 370,544 | 509,211 | 478,563 | 409,628 | 447,815 | 504,217 | 591,920 | 743,599 | 709,071 | 637,792 | 620,309 | 6,803,703 |
| 1900 | 387,125 | 402,530 | 561,078 | 585,141 | 551,700 | 495,943 | 544,491 | 692,382 | 868,985 | 811,468 | 730,726 | 623,047 | 7,154,692 |
| 1901 | 489, | | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | Due. | Price. | Description. | Amount. | Interest. | Interest. | | Due. | Price. |
|-----------------------------------|-----------|-----------|-----------------|-----------------|---------|--------|--|-----------|-----------|-----------------|----------------|---------|--------|
| | | | When payable. | Where payable. | | | | | | When payable. | Where payable. | | |
| Alabama and Florida: | | | | | | | Chicago and Rock Island: | | | | | | |
| Mortgage | \$300,000 | 7 | | | 1867 | | 1st Mortgage | 1,397,000 | 7 | Jan. & July. | New York. | 1870 | 105 |
| Convert. (guar. by Dir.) | 150,000 | 7 | | | 1863 | | Chicago and Northwestern: | | | | | | |
| Alabama and Tenn. Rivers: | | | | | | | Preferred Sinking Fund | 1,250,000 | 7 | Feb. & Aug. | New York. | 1885 | 105 |
| 1st Mortgage convertible | 833,000 | 7 | Jan. & July. | New York. | 1872 | | General 1st Mortgage | 3,600,000 | 7 | " | " | 1885 | 96 |
| 2d Mortgage | 225,706 | 8 | " | " | 1864 | | Bonds issued for coupons of do. | 750,000 | 7 | May & Nov. | " | 1882 | 97 |
| Albany, Vt. and Canada: | | | | | | | 2d Mortgage | 2,000,000 | 6 | " | " | 1890 | 95 |
| 1st Mortgage | 600,000 | 7 | March & Sept. | New York. | 1887 | | Appleton Extension Bonds | 184,000 | 7 | Feb. & Aug. | " | 1885 | 99½ |
| Atlantic and Gt. Western (N.Y.): | | | | | | | Green Bay Extension Bonds | 300,000 | 7 | " | " | 1885 | 98 |
| 1st Mortgage (S. F.) | 980,000 | 7 | April & Oct. | New York. | 1879 | | Flagg Trust Bonds | 245,000 | 8 | Jan. & July. | " | | |
| 2d Mortgage | 693,500 | 7 | " | " | 1881 | | Cincinnati, Hamilton and Dayton: | | | | | | |
| Atlantic and Gt. Western (Pa.): | | | | | | | 1st Mortgage | 384,000 | 7 | Jan. & July. | New York. | 1867 | 110 |
| 1st Mortgage (S. F.) | 2,500,000 | 7 | April & Oct. | New York. | 1877 | | 2d Mortgage | 1,250,000 | 7 | May & Nov. | " | 1880 | 116 |
| 2d Mortgage | 956,000 | 7 | " | " | 1882 | | Cincinnati and Zanesville: | | | | | | |
| Eastern Coal Fields Branch | 400,000 | 7 | " | " | 1882 | | 1st Mortgage | 1,300,000 | 7 | Jan. & July. | New York. | 1869 | |
| Atlantic and Great Western (O.): | | | | | | | 2d Mortgage | 574,000 | 7 | Feb. & Aug. | " | | |
| 1st Mortgage (S. F.) | 717,000 | 7 | April & Oct. | New York. | 1876 | 96 | 3d Mortgage | 158,000 | 7 | " | " | | |
| 2d Mortgage | | 7 | Jan. & July. | " | 1883 | | Income | 250,500 | 7 | " | " | | |
| Atlantic and St. Lawrence: | | | | | | | Tunnel Right | 1,000,000 | 7 | " | " | | |
| Dollar Bonds (Coupon) | 988,000 | 6 | April & Oct. | Portland. | 1860 | 92 | Cleveland and Mahoning: | | | | | | |
| Sterling Bonds (Coupon) | 484,000 | 6 | Nov. & May. | London. | 1878 | 96 | 1st Mortgage | 850,000 | 7 | Feb. & Aug. | New York. | 1873 | 115 |
| City of Portland Loan (Comp.) | 1,000,000 | 6 | Various | N.Y., P. & Bos. | '68-'70 | | 2d Mortgage | 244,200 | 7 | March & Sept. | " | 1864 | 110 |
| Baltimore and Ohio: | | | | | | | 3d Mortgage | 658,200 | 8 | " | " | 1876 | |
| Maryland Sterling Bds of 1883 | 3,000,000 | 5 | Ja. Ap. Ju. Oc. | London. | 1883 | | Clev., Painesville and Ashtabula: | | | | | | |
| Mortgage Coupon | 1863. | 6 | April & Oct. | Baltimore. | 1885 | 110 | 2d Mortgage | 228,000 | 7 | Feb. & Aug. | New York. | 1862 | 92 |
| " | 1860. | 6 | Jan. & July. | " | 1880 | 110 | Special (Sunderbury and Erie) | 500,000 | 7 | " | " | 1878 | 121 |
| " | 1855. | 6 | Jan. & July. | " | 1875 | 104½ | Dividend Mortgage | 900,000 | 7 | " | " | 1880 | |
| " | 1834. | 6 | Ja. Ap. Ju. Oc. | " | 1867 | 101 | Cleveland and Pittsburg: | | | | | | |
| Balt. City Loan of 1855 | 5,000,000 | 6 | Jan. & July. | " | 1890 | 111½ | 1st Mortgage (Main Line) | 800,000 | 7 | Feb. & Aug. | New York. | 1860 | |
| Bellefontaine and Indiana: | | | | | | | 2d Mort. (M. L.) or 1st Extension | 1,189,000 | 7 | March & Sept. | " | 1873 | 100 |
| 1st Mortgage convertible | 791,000 | 7 | Jan. & July. | New York. | 1866 | 101½ | 3d Mort. (M. L.) or 2d Extension | 1,166,000 | 7 | " | " | 1875 | 100 |
| 2d Mortgage | 130,000 | 7 | " | " | 1870 | | 4th Mort. (M. L.) or 3d Extension | 1,069,028 | 6 | " | " | 1886 | 82 |
| Belvidere Delaware: | | | | | | | River Line bonds | 20,000 | 7 | " | " | 1887 | |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | June & Dec. | New York. | 1867 | 100 | Clev. Columbus and Cin.: | | | | | | |
| 2d Mortgage | 600,000 | 6 | March & Sept. | Princeton. | 1885 | 96 | 1st Mortgage, Coupon | 500,000 | 7 | Jan. & July. | New York. | '64-'90 | |
| 3d Mortgage (do) | 689,500 | 6 | Feb. & Aug. | " | 1877 | | Cleveland and Toledo: | | | | | | |
| Boston Concord and Montreal: | | | | | | | Junction 1st Mortgage 1st Div. | 244,000 | 7 | April & Oct. | New York. | 1867 | 101½ |
| 1st Mortgage | 200,000 | 6 | Feb. & Aug. | Boston. | 1865 | 102½ | Junction 1st Mortgage 2d Div. | 161,000 | 7 | June & Dec. | " | 1872 | 101½ |
| 2d Mortgage | 300,000 | 7 | " | New York. | 1865 | 100½ | Tol., Nor. and Clev. 1st Mort. | 9,000 | 7 | Feb. & Aug. | " | 1863 | 75 |
| 2d Mortgage Coupons | 100,000 | 6 | Jan. & July. | Boston. | 1870 | | C. and T. Income Mortgage | 250 | 7 | March & Sept. | " | 1863 | 75 |
| 2d Mortgage Coupons | 250,000 | 7 | " | New York. | 1870 | 106 | C. and T. Income (convertible) | 119,000 | 7 | Jan. & July. | " | 1864 | |
| Sinking Fund | 200,000 | 8 | " | Boston. | 1889 | 100 | C. and T. Income (convertible) | 167,000 | 7 | " | " | 1864 | |
| Boston and Lowell: | | | | | | | C. and T. Dividend (convert.) | 123,560 | 7 | April & Oct. | New York. | 1866 | 70 |
| Mortgage | 440,000 | 6 | Jan. & July. | Boston. | 1873 | 102 | C. and T. Income (convertible) | 6,000 | 7 | March & Sept. | " | 1870 | |
| Buffalo, New York and Erie: | | | | | | | C. and T. (S. F.) Mortgage | 1,802,000 | 7 | Jan. & July. | " | 1885 | 107½ |
| 1st Mortgage coupon | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 105½ | Columbus and Xenia: | | | | | | |
| 2d Mortgage coupon | 426,714 | 7 | May & Nov. | " | 1872 | 103 | Dividend (due 1869, '61, '62, '63) | 208,000 | | June & Dec. | New York. | var. | |
| Buffalo and State Line: | | | | | | | Connecticut River: | | | | | | |
| 1st Mortgage | 500,000 | 7 | April & Oct. | New York. | 1866 | 101 | Mortgage | 250,000 | 6 | March & Sept. | Boston. | 1878 | 103½ |
| Income in '99, in '72 | 200,000 | 7 | Jan. & July. | " | var. | | Connecticut and Passump. Rivers: | | | | | | |
| Unsecured | 200,000 | 7 | " | " | 1864 | | 1st Mortgage | 800,000 | 6 | June & Dec. | Boston. | 1876 | 100 |
| Special Erie and North-East | 149,000 | 7 | " | " | '61-'70 | | Cumberland Valley: | | | | | | |
| Burlington and Missouri: | | | | | | | 1st Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | |
| 1st Mort. on 1st Division | 500,000 | | Feb. & Aug. | New York. | | | 2d Mortgage | 109,500 | 8 | " | " | 1904 | |
| Calro and Fulton (Mo.): | | | | | | | Dayton and Michigan: | | | | | | |
| State (Mo.) Loan | 650,000 | 6 | | | '78-'79 | | 1st Mortgage | 300,000 | 8 | Jan. & July. | New York. | 1867 | 114 |
| Camden and Amboy: | | | | | | | 2d Mortgage | 2,606,000 | 8 | " | " | 1881 | 103 |
| English debt (S. F.) £450,000 | 2,192,923 | 6 | Semi-annual. | London. | 1880 | | Dayton and Western: | | | | | | |
| Converted Sterling Loan | 798,200 | 5 | " | " | 1863 | | 1st Mortgage | 239,000 | 7 | March & Sept. | New York. | 1882 | 50 |
| American Loan | 762,000 | 6 | " | New York. | 1864 | 105 | 2d Mortgage | 250,000 | 7 | June & Dec. | " | | 40 |
| Loan for \$500,000 | 500,000 | 6 | " | " | 1867 | 105 | Delaware: | | | | | | |
| " \$500,000 | 790,600 | 6 | " | " | 1870 | 116 | 1st Mortgage guar. by P. & W. | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | 101½ |
| " \$675,000 | 675,000 | 6 | " | " | 1875 | 100 | Guaranteed | 100,000 | 6 | " | " | 1875 | 105 |
| " \$1,700,000 | 1,700,000 | 6 | " | " | 1883 | 102 | State Loan | 170,000 | 6 | " | " | 1876 | |
| " \$2,500,000 | 867,000 | 6 | " | " | 1889 | 102½ | Delaware, Lackawanna and Wyo: | | | | | | |
| Consolid. Mort. Loan \$5,000,000 | | | | | | 108 | 1st Mortgage (Lack. & Western) | 900,000 | 8 | April & Oct. | New York. | 1871 | 105½ |
| Camden and Atlantic: | | | | | | | 1st Mortgage (E. Extension) | 1,499,000 | 7 | " | " | 1875 | 110 |
| 1st Mortgage Coupon | 1,037,375 | 7 | Feb. & Aug. | Philadelphia. | 1872 | | 2d Mortgage | 2,516,500 | 7 | March & Sept. | " | 1881 | 110 |
| Catawissa: | | | | | | | Detroit and Milwaukee: | | | | | | |
| 1st Mortgage | 141,000 | 7 | May & Nov. | Philadelphia. | 1882 | | 1st Mortgage (convertible) | 2,500,000 | 7 | Jan. & July. | New York. | 1875 | 60 |
| Cayuga and Susquehanna: | | | | | | | 2d Mortgage | 1,000,000 | 8 | " | " | 1866 | |
| 1st Mortgage | 300,000 | 7 | Jan. & July. | New York. | 1865 | | 3d Mortgage (convertible) | 750,000 | 10 | " | " | 1863 | |
| Central of New Jersey: | | | | | | | 4th Mortgage (G. W. R. R.) | 500,000 | 8 | " | " | | |
| 1st Mortgage | 1,400,000 | 7 | Feb. & Aug. | New York. | '65-'70 | 107 | Dubuque and Sioux City: | | | | | | |
| 2d Mortgage | 600,000 | 7 | May & Nov. | " | 1875 | 114 | 1st Mortgage coupon | 300,000 | 7 | Jan. & July. | New York. | 1883 | |
| *Central Ohio: | | | | | | | Dubuque Western: | | | | | | |
| 1st Mortgage W. Div. | 450,000 | 7 | May & Nov. | Zanesville. | 1861 | 106 | 1st Mortgage | 344,000 | † | " | " | | |
| 1st Mortgage E. Div. | 800,000 | 7 | Feb. & Aug. | " | 1864 | 94½ | Eastern (Mass.): | | | | | | |
| 2d Mortgage | 800,000 | 7 | June & Dec. | New York. | 1866 | 101 | Income (due \$75,000 annually) | 150,000 | 6 | June & Dec. | Boston. | '63-'64 | 103½ |
| 3d Mortgage | 950,000 | 7 | " | " | 1885 | 85 | 2d Mortgage (convertible) | 590,000 | 6 | Jan. & July. | London. | 1872 | 98 |
| 4th Mortgage (S. F.) | 1,365,800 | 7 | " | " | 1876 | 50 | 3d Mortgage (convertible) | 672,600 | 6 | Feb. & Aug. | Boston. | 1874 | 102½ |
| Charleston and Savannah: | | | | | | | 1st M. (State) \$75,000 a yr after '64 | 500,000 | 5 | Ja. Ap. Ju. Oc. | " | '65-'71 | |
| 1st Mortgage (endorsed) | 510,000 | 6 | | | | | East Tennessee and Georgia: | | | | | | |
| 2d Mortgage | 1,000,000 | 7 | | | | | State, 1st Mortgage | 970,000 | | | | | |
| Cheshire: | | | | | | | Endorsed by State of Tennessee | 150,000 | | | | | |
| Bonds of '75, '77, '80 | 600,000 | 6 | Jan. & July. | Boston. | var. | 100 | Mortgage (ordinary) | 790,688 | | | | | |
| Chicago, Burlington & Quincy: | | | | | | | East Tennessee and Virginia: | | | | | | |
| Trust Mort. S. F., convertible | 470,000 | 8 | Jan. & July. | New York. | 1883 | 124 | State, 1st Lien | 1,602,000 | | | | | |
| " " " " " " " " | 3165,000 | 8 | " | " | 1883 | | Endorsed by State of Tennessee | 200,000 | | | | | |
| Plain Bonds, dated Sept. 20, 1860 | 781,000 | 7 | March & Sept. | " | 1890 | | 1st Mortgage (after State) | 100,000 | | | | | |
| 2d Mortgage, inconvertible | 940,500 | 4½ | July. | Frankfort o. M. | 1890 | | Redeemable in Stock | 66,963 | | | | | |
| Chicago and Aurora 1st Mort. | 109,000 | 7 | Jan. & July. | New York. | 1867 | | Baton and Hamilton: | | | | | | |
| Central Military Tract, 2d Mort. | 63,000 | 8 | May & Nov. | " | 1868 | | 1st Mortgage | 757,734 | † | | | var. | |
| " " " " " " " " | 63,000 | 8 | March & Sept. | " | 1876 | | Erie and North-East: | | | | | | |
| Chicago and Alton: | | | | | | | Exchanged for Buff. and St. L. | 142,000 | 7 | Jan. & July. | New York. | '61-'70 | |
| 1st Mortgage | 2,400,000 | 7 | Jan. & July. | New York. | 1892 | 106 | Florida: | | | | | | |
| 1st Mortgage pref. S. F. | 588,000 | 7 | April & Oct. | " | 1877 | 90 | Internal Improvement (State) | 1,555,000 | 7 | | | 1891 | |
| Income Bonds | 1,100,000 | 7 | May & Nov. | " | 1882 | 85 | Free Land, 2d Mortgage | 1,500,000 | 8 | | | 1891 | |
| Chicago and Milwaukee: | | | | | | | Florida and Alabama: | | | | | | |
| 1st General Mort. | | 7 | Jan. & July. | New York. | 1898 | | Internal Improvement (State) | | 7 | | | 1891 | |
| 1st " " (U. & M.) conv. | | 7 | May & Nov. | " | 1874 | | Free Land, 2d Mortgage | | 8 | | | 1891 | |
| 1st " " (M. & U.) | | 8 | Jan. & July. | " | " | | Florida, Atlantic and Gulf Centr. | | 7 | | | 1891 | |
| 2d " " " " | | 8 | " | " | " | | Internal Improvement (State) | 300,000 | 7 | | | 1891 | |
| Chicago and Great Eastern: | | | | | | | Free Land, 2d Mortgage | 300,000 | 8 | | | 1891 | |
| 1st Mortgage | 2,000,000 | 7 | Apr. & Oct. | " | 1894 | | | | | | | | |

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| Description. | Amount. | Interest. | Interest. | | | | Description. | Amount. | Interest. | Interest. | | | |
|-----------------------------------|------------|-----------|---------------|----------------|---------|--------|-----------------------------------|-----------|-----------|---------------|----------------|---------|--------|
| | | | When payable. | Where payable. | Due. | Price. | | | | When payable. | Where payable. | Due. | Price. |
| Galena and Chicago Union: | | | | | | | Memphis and Ohio: | | | | | | |
| 1st Mortgage Coupon | 1,981,000 | 7 | Feb. & Aug. | New York. | 1882 | 118 | State (Tenn.) Loan | 1,340,000 | 6 | | | | |
| 2d Mortgage (S. F.) Coupon | 1,336,000 | 7 | May & Nov. | " | 1875 | 110 | Michigan Central: | | | | | | |
| Elgin and State Line. | 139,000 | | Jan. & July. | " | 1879 | | 1st Mortgage Sterling | 467,489 | 6 | Jan. & July. | London. | 1872 | 98 |
| Great Western, Ill.: | | | | | | | 1st Mortgage SFG (convertible) | 500,000 | 8 | March & Sept. | " | 1869 | 84 |
| 1st Mortgage Western Division | 1,000,000 | 10 | April & Oct. | New York. | 1898 | 106 | 1st Mortgage (convert.) Dollar | 2,250,500 | 8 | | N.Y. & Boston | 1860 | 125 |
| 2d Mortgage Eastern | 1,350,000 | 7 | Feb. & Aug. | " | 1885 | 102 | 1st Mortgage (convert.) Dollar | 215,000 | 8 | April & Oct. | " | 1882 | 129 |
| Hannibal and St. Joseph: | | | | | | | 1st Mortgage (S. F.), convertible | 4,528,000 | 8 | " | " | 1882 | 129 |
| Missouri State Loan (1st Lien) | 3,000,000 | 6 | Jan. & July. | New York. | 73-87 | 85 | Mieh. Southern and N'n Indiana: | | | | | | |
| Land Security | 3,344,600 | 7 | April & Oct. | " | 1881 | 95 | Michigan Southern, 1st | 2,000 | 7 | May & Nov. | New York. | 1880 | 100 |
| Convertible Bonds | 822,000 | 7 | Jan. & July. | " | 1883 | 100 | Northern Indiana, 1st | 21,000 | 7 | Feb. & Aug. | " | 1881 | 107 |
| Harrisburg and Lancaster: | | | | | | | Erie and Kalamazoo | 41,000 | 7 | March & Sept. | " | 1882 | |
| New Dollar Bonds | 661,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 112 | Northern Indiana, conv. | 10,000 | 7 | Feb. & Aug. | " | 1883 | 81 |
| Hartford and New Haven: | | | | | | | Jackson Branch | 77,000 | 7 | " | " | 1888 | 97 |
| 1st Mortgage | 927,000 | 6 | Feb. & Aug. | New York. | 1883 | 99 | Goshen Air Line | 693,000 | 7 | " | " | 1876 | 100 |
| Houston: | | | | | | | Detroit and Toledo. | 734,000 | 7 | " | " | 1885 | 108 |
| 1st Mortgage | 139,000 | 6 | Jan. & July. | Bridgeport. | 1877 | | 1st General Mortgage (S. F.) | 4,512,000 | 7 | May & Nov. | " | 1885 | 108 |
| Houston and Texas Central: | | | | | | | 2d General Mortgage | 2,194,500 | 7 | " | " | 1877 | 101 |
| State (1st Lien) Loan | 210,000 | | | | | | * Milwaukee and Beloit: | | | | | | |
| Mortgage | 125,000 | 7 | | | 1866 | | 1st Mortgage | 630,000 | 8 | | | | |
| Hudson River: | | | | | | | * Milwaukee and Horicon: | | | | | | |
| 1st Mortgage | 4,000,000 | 7 | Feb. & Aug. | New York. | 709-70 | 108 | 1st Mortgage | 420,000 | 8 | | | | |
| 2d Mortgage (S. F.) | 2,000,000 | 7 | June & Dec. | " | 1885 | 117 | 2d Mortgage | 600,000 | 8 | | | | |
| 3d Mortgage | 1,840,000 | 7 | May & Nov. | " | 1875 | 116 | Milwaukee and Prairie du Chien: | | | | | | |
| Convertible | 1,002,000 | 7 | " | " | 1867 | 101 | 1st Mortgage (Coupon) | 2,427,000 | 7 | Jan. & July. | New York. | 1881 | 109 |
| Illinois Central: | | | | | | | Minnesota and Pacific: | | | | | | |
| Optional Right bonds | 33,000 | 7 | Jan. & July. | New York. | 1868 | | Real Estate | 1,200,000 | 7 | Jan. & July. | | 1892 | |
| Construction | 11,432,500 | 7 | April & Oct. | London. | 1875 | | Mississippi Central: | | | | | | |
| Construction | 2,896,500 | 6 | " | New York. | 1875 | 118 | 1st Mortgage | 1,007,363 | 7 | | | | |
| Eight per cent. bonds | 287,000 | 8 | March & Sept. | " | 1865 | | Mississippi Central and Tenn.: | | | | | | |
| Indiana Central: | | | | | | | State (Tenn.) Loan | 529,000 | 6 | | | | |
| 1st Mortgage (convertible) | 600,000 | 7 | Jan. & July. | New York. | 1866 | | Mississippi and Missouri: | | | | | | |
| 2d Mortgage | 364,000 | 10 | " | " | | 120 | 1st Mortgage (convertible) | 1,000,000 | 7 | | New York. | | |
| Income | 20,500 | | | | | | 2d Mortgage (S. F.) | 400,000 | 8 | | " | | |
| Indianapolis and Cincinnati: | | | | | | | Oakaloosa Division | 500,000 | 7 | Jan. & July | " | 1875 | 184 |
| 1st Mortgage | 500,000 | 7 | Jan. & July. | New York. | 1866 | 106 | 1st Land Grant | 2,000,000 | 7 | " | " | | 00 |
| 2d Mortgage | 400,000 | 7 | " | " | 1862 | 100 | 2d Land Grant | 700,000 | | " | " | | |
| Real Estate Mortgage | 200,000 | 7 | | | 1858 | 68 | Mississippi and Tennessee: | | | | | | |
| Ind., Pittsburg and Cleveland: | | | | | | | Tennessee State Loan | 98,000 | 6 | | | 1885 | |
| 1st Mortgage | 650,000 | 7 | Jan. & July. | New York. | 1870 | | Mississippi State Loan | 202,799 | 6 | | | | |
| 2d Mortgage | 347,000 | 7 | " | " | | | 1st Mortgage | 171,000 | 7 | | | 1876 | |
| Indianapolis and Madison: | | | | | | | Mobile and Ohio: | | | | | | |
| Mortgage | 640,000 | 7 | May & Nov. | New York. | 1881 | 100 | City (Mobile) Tax Loan | 400,000 | 6 | | | | |
| Jeffersonville: | | | | | | | Tennessee State Loan | 674,860 | 6 | | | | |
| 1st Mortgage | 187,000 | 7 | March & Sept. | New York | 1861 | 75 | Alabama State Loan | 389,410 | 6 | | | | |
| 2d Mortgage | 392,000 | 7 | April & Oct. | " | 1873 | 70 | Income | 1,508,070 | 8 | Jan. & July. | New York. | 1881-87 | |
| * Kennebec and Portland: | | | | | | | Sterling | 878,035 | 6 | | | 1883 | |
| 1st Mortgage (City and Town). | 800,000 | 6 | April & Oct. | Boston. | 1870 | | Mississippi State Loan | 200,970 | 6 | | | | |
| 2d Mortgage | 250,000 | 6 | " | Augusta. | 1861 | | Montgomery and West Point: | | | | | | |
| 3d Mortgage | 250,000 | 6 | " | " | 1862 | | Alabama State Loan | 122,622 | | | | | |
| * Kentucky Centr. (Cov. and Lex.) | | | | | | | Mortgage (due 1860, '63 and '65). | 350,000 | 6 | | | var. | |
| 1st Mortgage | 160,000 | 6 | | | | | Mortgage | 450,000 | 8 | | | 1866 | |
| 2d Mortgage | 280,000 | 7 | | | | | Muscogee: | | | | | | |
| 2d Mortgage (convertible) | 1,000,000 | 7 | | | | | 1st Mortgage | 249,000 | 7 | | | | |
| 3d Mortgage | 600,000 | 7 | | | | | Nashville and Chattanooga: | | | | | | |
| Guaranteed by Covington | 200,000 | 6 | | | | | Mortgage (State endorsed) | 1,500,000 | | | | | |
| Cincinnati (exchanged) | 100,000 | 6 | | | | | Chat. and Clev. Subse. (endors.) | 231,000 | | | | | |
| Keokuk, Ft. D. Moines and Minn.: | | | | | | | * New Albany and Salem: | | | | | | |
| City of Keokuk, 20 years | 400,000 | 81 | | | | | Crawfordsville | 175,000 | 7 | | | | |
| City of Keokuk, (special tax) | 150,000 | 101 | | | | | 1st Mortgage | 500,000 | 10 | | | | |
| Keokuk, Mt. Pleasant and Muscat. | | | | | | | 1st Mortgage | 2,235,000 | 6 | | | | |
| Lee County | 150,000 | 8 | | | | | N. Hav., N. Lond. and Stonington: | | | | | | |
| City of Keokuk | 200,000 | 8 | | | | | Mortgage | 480,000 | 7 | March & Sept. | New Haven. | 1861 | |
| La Crosse, Viroqua & Mineral Pt.: | | | | | | | 2d Mortgage | 200,000 | 6 | Jan. & July. | " | 1868 | 96 |
| 1st Mortgage | 4,000,000 | 7 | June & Dec. | New York. | 1888 | | Extension | 116,000 | 6 | May & Nov. | " | 1878 | |
| Lehigh Valley: | | | | | | | New Haven and Northampton: | | | | | | |
| 1st Mortgage | 1,465,000 | 6 | May & Nov. | Philadelphia. | 1873 | 105 | 1st Mortgage | 500,000 | 7 | Jan. & July. | New Haven. | 1869 | |
| La Crosse and Milwaukee: | | | | | | | 1st Mortgage (H & Hamp.) | 103,000 | 6 | | | | |
| 1st Mortgage (Eastern Div.) | 903,000 | 7 | May & Nov. | Milwaukee. | | | New Jersey: | | | | | | |
| 2d Mortgage (Eastern Div.) | 1,000,000 | 7 | | | | | Company's (various) | 642,500 | | Semi-ann'ly. | New York. | var. | 102 |
| 1st Land Grant (Western Div.) | 4,000,000 | 7 | Jan. & July. | New York. | | | New London Northern: | | | | | | |
| 2d Land Grant (Western Div.) | 353,000 | 7 | " | " | | | 1st Mortgage | 51,000 | 7 | Jan. & July. | New London. | 1871 | 100 |
| 3d Mortgage (whole road) | 1,700,000 | 7 | | | | | N. Ori'ns, Jackson and Gt. North: | | | | | | |
| Unsecured Bonds | 1,785,000 | 7 | | | | | State (Miss.) Loan | 255,000 | 5 | | | 1834/8 | |
| Lexington and Frankfort: | | | | | | | 1st Mortgage Coupon | 2,665,000 | 8 | Jan. & July. | New York. | 1886 | |
| Mortgage, due 1864, '69 and '74. | 106,000 | 6 | | Lexington. | '64-'74 | | N. Ori'ns, Opelous. and Gt. West: | | | | | | |
| Little Miami: | | | | | | | Louisiana State Loan | 641,000 | 6 | | | | |
| Mortgage (Coupon) | 1,200,000 | 6 | May & Nov. | New York. | 1883 | 103 | New Orleans City Subscription | 1,500,000 | 5 | | | | |
| Long Island: | | | | | | | 1st Mortgage (S. F.) | 566,000 | 8 | | | 1889 | |
| State Loan (S. F.) | 100,000 | 5 | Jan. & July. | New York. | 1876 | | New York & Central: | | | | | | |
| 2d Mortgage | 500,000 | 6 | Jan. & July. | New York. | 1870 | 100 | Premium (S. F.) Bonds | 7,146,104 | 6 | May & Nov. | New York. | 1883 | 108 |
| Extension Bonds | 175,000 | 7 | May & Nov. | " | 1890 | 110 | Buffalo & Niagara F. R. R. B'ds. | 24,000 | 7 | Jan. & July. | " | 1864 | 103 |
| Long Dock Co.: | | | | | | | Funding (S. F.) Bonds | 1,448,099 | 7 | Feb. & Aug. | " | 1876 | 110 |
| Mortgage Bonds | 500,000 | 7 | June & Dec. | New York. | 1882 | 110 | Exchanged S's (S. F.) B'ds | 663,000 | 6 | May & Nov. | " | 1883 | 105 |
| Mortgages on Land | 473,809 | 7 | " | " | | | " (") B. & N. F. | 78,000 | 6 | " | " | 1883 | |
| Louisville and Frankfort: | | | | | | | Real Estate (S. F.) Bonds | 165,000 | 6 | " | " | 1883 | |
| Louisville Loan | 100,000 | | Jan. & July. | New York. | 1881 | | Real Estate Bonds & Mortgages | 210,273 | 7 | var. | " | 1883 | 105 |
| 1st Mortgage | 201,000 | | " | " | '63-'78 | | Bonds of June, 1854 | 25,502 | 6 | " | " | var. | |
| Louisville and Nashville: | | | | | | | Bonds of Aug. 1859, Convertible | 2,919,200 | 7 | June & Dec. | " | 1883 | 101 |
| State (Tenn.), 1st Lien | 560,500 | 6 | Jan. & July. | New York. | '88-'92 | | Bonds of Dec. 1862, (S. F.) | 781,000 | 7 | Feb. & Aug. | " | 1864 | 103 |
| 1st Mortgage | 1,804,000 | 7 | Feb. & Aug. | " | 1883 | | New York and Erie: | | | | | | |
| Lebanon Branch 1st Mortgage | 41,000 | 7 | | | var. | | 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York. | 1887 | 106 |
| Memphis Branch 1st Mortgage | 300,000 | 7 | | | var. | | 2d Mortgage | 4,000,000 | 7 | March & Sept. | " | 1879 | 116 |
| McMinnville and Manchester: | | | | | | | 3d Mortgage | 6,000,000 | 7 | " | " | 1883 | 117 |
| State (Tenn.) | 372,000 | 6 | | | | | 4th Mortgage | 5,120,000 | 7 | April & Oct. | " | 1880 | 112 |
| Mortgage | 24,000 | 7 | | | | | 5th Mortgage | 1,739,500 | 7 | June & Dec. | " | 1883 | 110 |
| Mortgage | 10,000 | 6 | | | | | Buffalo Branch | 200,000 | 7 | Jan. & July. | " | 1891 | 106 |
| Marietta and Cincinnati: | | | | | | | New York and Harlem: | | | | | | |
| 1st Mortgage Bonds | 609,978 | 7 | Feb. & Aug. | New York. | 1891 | 99 | 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York | 1873 | 110 |
| 1st Mortgage sterling | 1,000,000 | 7 | " | " | '91 | | 2d Mortgage | 1,000,000 | 7 | Feb. & Aug. | " | 1864 | 100 |
| Memphis and Charleston: | | | | | | | 3d Mortgage | 980,300 | 7 | Jan. & July. | " | 1887 | 102 |
| State Tenn. Loan | 1,100,000 | 6 | | | 1880 | | New York and New Haven: | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | | | | | Plain Bonds, Coupon | 912,000 | 7 | June & Dec. | New York. | 1880 | 107 |
| Memphis, Clarksv. and Louisv.: | | | | | | | Mortgage Bonds Coupon | 1,088,000 | 6 | April & Oct. | " | 1876 | |
| State (Tenn.) Loan | 910,000 | 6 | | | | | | | | | | | |

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description | Amount | Interest | Interest | | Due | Price | Description | Amount | Interest | Interest | | Due | Price |
|-------------------------------------|-----------|----------|------------------|----------------|---------|---------|-------------------------------------|-----------|----------|---------------|---------------------|---------|---------|
| | | | When payable. | Where payable. | | | | | | When payable. | Where payable. | | |
| N. York, Providence and Boston: | | | | | | | Racine and Mississippi: | | | | | | |
| 1st Mortgage | \$232,000 | 6 | Feb. & Aug. | New York. | 73-78 | | 1st Mortgage (Eastern Division) | \$680,000 | 8 | | New York. | 1875 | 38 |
| North Carolina: | | | | | | | 1st Mortgage (Western Division) | 757,000 | 8 | | " | 1875 | |
| State Loan | 3,000,000 | 6 | | | | | Raleigh and Gaston: | | | | | | |
| North-Eastern (S. C.): | | | | | | | Coupon | 100,000 | | | | 1882 | |
| 1st Mortgage | 700,000 | | | | | | Richmond and Danville: | | | | | | |
| 2d Mortgage | 224,500 | | | | | | State (Va.) Loan (34 years) | 600,000 | 6 | Feb. & Aug. | New York. | var. | |
| Northern Central: | | | | | | | Guaranteed by State | 200,000 | 7 | April & Oct. | Richmond. | 1875 | |
| Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | Jan. Ap. Ju. Oc. | Baltimore. | 1866 | | Mortgage (Coupon) | 250,000 | 7 | Feb. & Aug. | " | 1869 | |
| Md. State Loan (irredeemable) | 1,500,000 | 6 | | " | | | Richmond, Fred. and Potomac: | | | | | | |
| York and Cumberland 1st Mort. | 175,000 | 6 | May & Nov. | " | 1870 | 102 | Sterling (\$27,000) | 324,006 | 6 | | | 1860 | |
| York and Cumberland 2d Mort. | 25,000 | 6 | Jan. & July. | " | 1871 | | Richmond and Petersburg: | | | | | | |
| Y. and O. guar. by Balt. 2d Mort. | 500,000 | 6 | Jan. & July. | " | 1877 | 114 | Coupon | 150,000 | | | | 1875 | |
| N. C. Contract | 7,100 | 6 | Jan. Ap. Ju. Oc. | " | 1876 | | Rutland and Burlington: | | | | | | |
| Construction, 2d Mort. | 2,500,000 | 6 | Jan. & July. | " | 1886 | 101 1/2 | 1st Mortgage | 1,800,000 | 7 | Feb. & Aug. | Boston. | 1863 | 68 |
| Northern (Ogdensburg): | | | | | | | 2d Mortgage | 937,500 | 7 | " | " | 1863 | 22 1/2 |
| 1st Mortgage | 1,500,000 | 7 | April & Oct. | New York. | 1859 | 99 | 3d Mortgage | 440,000 | 7 | " | " | 1863 | 8 |
| 2d Mortgage | 3,077,000 | 7 1/2 | | | 1861 | 25 1/2 | Sacramento Valley: | | | | | | |
| North Missouri: | | | | | | | 1st Mortgage | 400,000 | 10 | Jan. & July. | New York. | 1875 | |
| State Loan (30 years) | 4,350,000 | 6 | Jan. & July. | New York. | '72-'87 | 99 1/2 | 2d Mortgage | 329,000 | 10 | Feb. & Aug. | San Francisco. | 1881 | |
| North Pennsylvania: | | | | | | | Sanitary, Dayton and Cincinnati: | | | | | | |
| Chattell Mortgage | 2,500,000 | 6 | April & Oct. | Philadelphia. | 1875 | 100 | 1st Mortgage | 812,000 | 7 | Feb. & Aug. | | 1890 | |
| Northern (N. H.): | | | | | | | 2d Mortgage | 185,000 | 7 | | | 1866 | |
| Bonds due 1864 and 1874 | 220,700 | 6 | April & Oct. | Boston. | '64-'74 | 104 | 3d Mortgage | 318,500 | 7 | | | 1875 | |
| Norwich and Worcester: | | | | | | | Six per cents | 113,225 | 6 | | | 1878 | |
| Mass. State Loan | 400,000 | 6 | Jan. & July. | Boston. | 1877 | | Sandusky, Mansfield and Newark: | | | | | | |
| Bonds for Dividend Scrip | 100,000 | 6 | | New York. | '64-'74 | | 1st Mortgage | 1,200,000 | 7 | Jan. & July. | New York. | 1866 | 80 |
| Steamboat Bonds | 200,000 | 7 | Feb. & Aug. | " | '63-'70 | | Saratoga and Whitehall: | | | | | | |
| Ohio and Mississippi (O. and Ind.): | | | | | | | 1st Mortgage | 250,000 | 7 1/2 | April & Oct. | New York. | 1868 | |
| 1st Mortgage | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | 94 | 1st Mortgage (R. and W. Br.) | 100,000 | 7 1/2 | March & Sept. | " | 1866 | |
| 2d Mortgage | 255,000 | 7 | April & Oct. | " | 1880 | | Seaboard and Roanoke: | | | | | | |
| Construction | 4,242,000 | 7 | March & Sept. | " | 1876 | 17 | 1st Mortgage | 300,000 | 7 | | | 1880 | |
| Income | 5,320,000 | 7 | May & Nov. | " | 1881 | | 3d Mortgage | 75,000 | 7 | | | 1870 | |
| Orange and Alexandria: | | | | | | | South Carolina: | | | | | | |
| 1st Mortgage | 400,000 | 6 | May & Nov. | New York. | 1866 | | State Loan | 187,000 | 5 | | | 1868 | |
| 2d Mortgage or 1st Extension | 1,200,000 | 6 | Jan. & July. | " | 1875 | | Sterling | 183,333 | 6 | | | 1863 | |
| 2d Extension | 600,000 | 8 | May & Nov. | " | 1873 | | Sterling | 2,000,000 | 6 | | London. | 1866 | |
| Pacific (Mo.): | | | | | | | Southern Mississippi: | | | | | | |
| State (Mo.) Loan | 7,000,000 | 6 | Jan. & July. | New York. | '71-'87 | 68 | 1st Mortgage | 500,000 | | | | | |
| State Loan (S. W. Branch) | 1,268,000 | 6 | " | " | '87-'89 | | South-Western (Ga.): | | | | | | |
| Construction | 5,235,000 | 7 | " | " | | 50 | 1st Mortgage | 631,000 | | | | 1875 | |
| Panama: | | | | | | | *Springfield, Mt. Vern. and Pittab. | | | | | | |
| 1st Mortgage Sterling | 1,250,000 | 7 | April & Oct. | London. | 1865 | 100 | 1st Mortgage | 500,000 | | | | | |
| 2d Mortgage Sterling | 1,150,000 | 7 | Feb. & Aug. | " | 1872 | | 2d Mortgage | 450,000 | | | | | |
| Pennsylvania: | | | | | | | *Steubenv. and Ind. (P. C. and C.): | | | | | | |
| 1st Mortgage | 4,980,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 114 | 1st Mortgage | 1,500,000 | 7 | Jan. & July. | Philadelphia. | 1870 | |
| 2d Mortgage | 2,621,000 | 6 | April & Oct. | " | 1875 | 108 1/2 | 2d Mortgage | 900,000 | 7 | " | " | 1865 | |
| 2d Mortgage Sterling | 2,283,840 | 6 | " | London. | 1875 | | St. Louis and Iron Mountain: | | | | | | |
| State Works Bonds | 6,900,000 | 5 | Jan. & July. | Harrisburg. | 1894 | 105 | State (Mo.) Aid | 3,501,000 | 6 | | New York. | | 90 |
| Penobscot and Kennebec: | | | | | | | St. Louis City Subscription | 500,000 | | | | | |
| Bangor City 1st Mortg. (Coupon) | 780,000 | 6 | April & Oct. | Boston. | '74-'75 | | St. Louis County Subscription | 1,000,000 | | | | | |
| 2d Mortgage (Coupon) | 277,000 | 6 | Feb. & Aug. | Bangor. | 1876 | | Sunbury and Erie: | | | | | | |
| 3d Mortgage (Coupon) | 156,600 | 6 | March & Sept. | " | 1871 | | 1st Mort. (Sunbury to Wm'sp't) | 1,000,000 | 7 | April & Oct. | Philadelphia. | 1877 | 111 |
| Peoria and Ogawaka: | | | | | | | Mortgage (half to State) | 7,000,000 | 6 | Jan. & July. | " | '75-'78 | |
| 1st Mortg. (W. Ext.) convertible. | 500,000 | 8 | May & Nov. | New York. | 1862 | | Syracuse, Binghamton and N. Y.: | | | | | | |
| 1st Mortg. (E. Ext.) convertible. | 500,000 | 8 | June & Dec. | " | 1873 | | 1st Mortgage Coupon | 1,400,000 | 7 | April & Oct. | New York. | 1876 | |
| Petersburg and Lynchburg (S. Side): | | | | | | | St. Louis, Alton and Terre Haute: | | | | | | |
| State (Va.) Loan (S. F.) | 800,000 | 7 | | | | | 1st Mortgage (series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 102 |
| 1st Mortgage (1869-'70-'75) | 365,000 | 6 | | | var. | | " " (series B) | 1,100,000 | 7 | April & Oct. | " | 1894 | |
| 2d Mortgage (1862-'70-'72) | 378,000 | 6 | | | var. | | 2d " pref. (series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 80 |
| Special Mortgage (1865-'68) | 175,000 | 6 | | | var. | | " " (series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | |
| Last Mortgage (1861 to 1869) | 135,500 | 8 | | | var. | | " " Income (series E) | 1,700,000 | 7 | " | " | 1894 | 82 |
| Phila., Germantown and Norris: | | | | | | | Tennessee and Alabama: | | | | | | |
| Consolidated Loan | 119,800 | 6 | Jan. & July. | Philadelphia. | 1865 | 105 | State (Tenn.) Loan | 814,000 | | | | | |
| Convertible Loan | 292,500 | 6 | " | " | 1885 | 119 | Terre Haute and Richmond: | | | | | | |
| Philadelphia and Reading: | | | | | | | 1st Mortgage (convertible) | 94,000 | 7 | March & Sept. | New York. | 1866 | |
| Bonds of 1836 (unconvertible) | 408,000 | 5 | Jan. & July. | Philadelphia. | 1867 | | Toledo and Wabash: | | | | | | |
| " 1836 | 182,400 | 5 | " | " | 1880 | 103 | 1st M. (Toledo and Wabash) | 900,000 | 7 | Feb. & Aug. | New York. | 1865 | 100 |
| " 1840 | 2,950,000 | 6 | April & Oct. | " | 1870 | 103 | 1st M. (L. E. Wab. and St. Louis) | 2,500,000 | 7 | " | " | 1865 | |
| " 1861 | 110,000 | 6 | Jan. & July. | " | 1871 | 109 | 2d M. (Toledo and Wabash) | 1,000,000 | 7 | May & Nov. | " | 1878 | 87 1/2 |
| " 1843 | 1,531,800 | 6 | " | " | 1880 | 105 | 2d M. (Wabash and Western) | 1,500,000 | 7 | " | " | 1878 | |
| " 1844 | 810,000 | 6 | " | " | 1880 | 105 | Interest Bonds | 151,880 | 7 | | | | 88 |
| " 1845 | 101,000 | 6 | " | " | 1880 | 105 | *Vermont Central: | | | | | | |
| " 1846 | 67,000 | 6 | " | " | 1880 | 101 | 1st Mortgage Coupon | 2,000,000 | 7 | May & Nov. | Boston. | 1861 | 79 |
| " 1867 (convertible) | 2,480,500 | 6 | " | " | 1886 | 121 | 2d Mortgage Coupon | 1,135,000 | 7 | Jan. & July. | " | 1867 | 20 |
| " 1866 | 1,442,000 | 7 | " | " | 1886 | 123 | Virginia Central: | | | | | | |
| Phila., Wilmington and Baltimore: | | | | | | | Mort. guaranteed by State of Va. | 100,000 | 6 | Jan. & July. | Richmond. | 1880 | 83 |
| Mortgage Loan | 1,223,000 | 6 | Jan. & July. | Philadelphia. | 1884 | 141 1/2 | Mortgage (coupons) | 198,000 | 6 | " | Richm'd & New York. | 1872 | |
| Improvement | 14,500 | 6 | May & Nov. | Boston. | 1863 | | Mortgage (coupons) | 926,000 | 6 | " | " | 1884 | |
| Pittsburg and Connellsville: | | | | | | | Virginia and Tennessee: | | | | | | |
| 1st Mortgage (Turtle Cr. Div.) | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | | State (Va.) Loan | 1,000,000 | 6 | Jan. & July. | Richmond. | 1887 | |
| Pittsburg, Ft. Wayne and Chicago: | | | | | | | 1st Mortgage | 500,000 | 6 | " | New York. | 1872 | 80 |
| 1st Mortgage (series A) | 875,000 | 7 | Jan. & July. | New York. | 1912 | 118 | 2d or Enlarged Mortgage | 1,000,000 | 6 | " | " | 1884 | 20 |
| " (series B) | 875,000 | 7 | Feb. & Aug. | " | 1912 | | Salt Works Br. Mort. due '68-'61 | 205,000 | 6 | " | Lynchburg. | var. | |
| " (series C) | 875,000 | 7 | Mar. & Sept. | " | 1912 | | Warren (N. J.): | | | | | | |
| " (series D) | 875,000 | 7 | April & Oct. | " | 1912 | | 1st Mortgage | 568,500 | 7 | Feb. & Aug. | New York. | 1875 | |
| " (series E) | 875,000 | 7 | May & Nov. | " | 1912 | | Warwick Valley, N. Y.: | | | | | | |
| " (series F) | 875,000 | 7 | Jun. & Dec. | " | 1912 | | 1st Mortgage | 60,000 | 7 | April & Oct. | New York. | 1880 | 87 1/2 |
| " (series G) | 860,000 | 7 | Jan. & July. | " | 1912 | 103 | Mortgage | 25,000 | 7 | Jan. & July. | Chester. | 1871 | 70 |
| " (series H) | 860,000 | 7 | Feb. & Aug. | " | 1912 | | Watertown and Rome: | | | | | | |
| " (series I) | 860,000 | 7 | Mar. & Sept. | " | 1912 | | Mortgage (new bonds) | 800,000 | 7 | March & Sept. | New York. | 1880 | 107 1/2 |
| " (series J) | 860,000 | 7 | April & Oct. | " | 1912 | | Western (Mass.): | | | | | | |
| " (series K) | 860,000 | 7 | May & Nov. | " | 1912 | | Sterling (\$299,900) | 4,319,520 | 5 | April & Oct. | London. | '63-'71 | |
| " (series L) | 860,000 | 7 | June & Dec. | " | 1912 | | Dollar Bonds | 500,000 | 6 | " | Boston. | 1875 | 103 1/2 |
| " (series M) | 860,000 | 7 | Jan. & July. | " | 1912 | 93 | Albany City Bonds | 1,000,000 | 6 | Jan. & July. | " | '66-'76 | 108 |
| Bridge Bonds | 188,000 | 7 | May & Nov. | Philadelphia. | 1870 | | Hudson & Boston R. R. Loan | 160,000 | 6 | June & Dec. | " | dem. | |
| Chicago Depot Bonds | 297,753 | 6 | May & Nov. | Chicago. | 1865 | | Elmira and Williamsport: | | | | | | |
| " | 39,420 | 8 | May & Nov. | " | 1865 | | 1st Mortgage | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 107 |
| Pittsburg and Stenboville: | | | | | | | Wilmington and Manchester: | | | | | | |
| Mortgage | 300,000 | 7 | Feb. & Aug. | New York. | 1866 | | 1st Mortgage | 568,000 | 7 | May & Nov. | New York. | 1836 | 69 1/2 |
| Potomac and Watertown: | | | | | | | 2d Mortgage | 200,000 | 7 | " | " | 1872 | |
| 1st Mortgage | 1,000,000 | 7 | June & Dec. | New York. | '64-'74 | | Wilmington and Weldon: | | | | | | |
| Quincy and Chicago: | | | | | | | Mortgage, payable in England | 443,555 | 6 | Jan. & July. | London. | 1863 | |
| 1st Mortgage | 1,350,000 | | | | 1878 | | Sterling, issued in 1855 | 144,500 | 6 | | | 1865 | |
| | | | | | | | Company's endorsed by State. | 150,000 | 6 | | | 1875 | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | |
|---------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|------------|---------------------------------|----------------|----------------------------|------------------------|--------------------------|---------------------------|------------|-----------|--|--|--|------------|-----------|--------|------|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with train. | Earnings. | | | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonds and Mortgage Debt. | Floating Debt. | Gross. | Net. | | | | Dividends. | Price of | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '60 | 65.9 | | | | 50.6 | | | ALABAMA. | 1,451,338 | | | | 877,953 | 503,500 | 105,955 | 1,515,704 | 54.0 | | 101,102 | 87,866 | | | | |
| 28 Feb. '59 | 30.3 | | | | 58.1 | 2 | 2 | 19 | Alabama and Florida | 461,505 | 80,991 | | | 335,010 | 109,500 | 21,637 | 518,986 | 30.3 | | 55,791 | 31,852 | | | |
| 31 May '60 | 109.6 | | | | 57.8 | 11 | 9 | 102 | Alabama and Mississippi | 2,261,927 | 184,906 | | | 1,067,006 | 777,777 | 240,485 | 2,476,023 | 109.6 | | 207,826 | 111,232 | | | |
| 30 Jun. '59 | 57.0 | | | | 171.3 | | | | Ala. and Tennessee Rivers | 1,500,000 | | | | | | | | | 70,773 | 21,006 | | | | |
| 1 May, '61 | 469.3 | 13.5 | | | 49.4 | 40 | 28 | 502 | Mobile and Girard | 12,000,000 | | | | | | | | | 1,402,558 | 695,370 | | | | |
| 29 Feb. '60 | 38.5 | 28.4 | | | 28 | 14 | 283 | | Mobile and Ohio | 1,838,718 | 427,265 | 100,000 | | 1,419,769 | 922,922 | 23,679 | 2,582,505 | 116.9 | | 506,156 | 260,269 | 6 | | |
| | | | | | | | | | Montgomery and West Point. | | | | | | | | | | | | | | | |
| 3 Nov. '58 | 38.5 | | | | 107.5 | | | | ARKANSAS. | 553,877 | * | | | 351,524 | 446,000 | 10,725 | 811,949 | | | | | | | |
| 30 Dec. '60 | 22.5 | | | | | | | | Memphis and Little Rock | | | | | | | | | | | | | | | |
| | | | | | | | | | CALIFORNIA. | 1,493,850 | * | | | 793,850 | 700,000 | | 1,493,850 | 22.5 | | 230,251 | 104,694 | | | |
| | | | | | | | | | Sacramento Valley | | | | | | | | | | | | | | | |
| 31 July '63 | 23.8 | | 1.9 | | 75.1 | 4 | 7 | 45 | CONNECTICUT. | 347,940 | 68,483 | | | 307,060 | 100,000 | | 422,290 | 23.8 | 46,938 | 65,909 | 36,068 | 5 | | |
| 31 Jan. '64 | 122.4 | | 15.6 | | | 16 | 29 | 247 | Danbury and Norwalk | 3,902,555 | 302,511 | | | 2,037,940 | 1,866,740 | 213,876 | 4,204,566 | 122.4 | 281,451 | 408,810 | 164,337 | | | |
| 31 Aug. '64 | 61.6 | 11.2 | 68.2 | | | 22 | 37 | 321 | Hartford, Provid. and Fishkill | 3,260,000 | 254,000 | 137,036 | | 2,000,000 | 927,000 | | 4,280,039 | 72.8 | 458,245 | 1,232,307 | 885,219 | 17 | 300 | |
| 31 Dec. '63 | 74.0 | | 8.9 | | | 10 | 17 | 247 | Hartford and New Haven | 2,459,775 | * | | | 1,031,800 | 305,050 | 26,084 | 2,489,775 | 124.0 | 183,367 | 329,539 | 92,439 | | | |
| 31 Dec. '63 | 67.0 | | 1.3 | | | 7 | 15 | 177 | Housatonic | 1,450,193 | * | | | 1,031,800 | 305,050 | 26,084 | 1,460,193 | 62.0 | 129,574 | 265,387 | 18,938 | 8 | | |
| 20 Feb. '64 | 62.0 | | 2.0 | | | 8 | 17 | 26 | Naugatuck | 1,450,193 | * | | | 1,031,800 | 305,050 | 26,084 | 1,460,193 | 62.0 | 129,574 | 265,387 | 18,938 | 8 | | |
| 30 Nov. '63 | 48.3 | 5.3 | 0.2 | | | 3 | 8 | 17 | N. Haven, N. London and Ston. | 1,454,049 | | | | 738,538 | 750,000 | 156,429 | 1,644,967 | 62.0 | 172,124 | 212,553 | | | | |
| 31 Dec. '63 | 68.0 | | 5.9 | | | 8 | 12 | 84 | New Haven and Northampton | 2,305,204 | 28,748 | | | 1,010,000 | 650,000 | | 2,383,942 | | 155,916 | 195,055 | 61,216 | 7 | 90 | |
| 31 Mar. '64 | 61.3 | 1.0 | 63.8 | | | 29 | 75 | 405 | New London Northern | 687,152 | * | | | 602,105 | 61,000 | | 6,612,357 | 117.4 | 570,410 | 1,424,772 | 720,462 | 12 | 164 | |
| 30 Nov. '63 | 59.4 | 7.0 | 8.3 | | | 16 | 17 | 363 | New York and New Haven | 4,721,932 | 764,877 | 214,100 | | 3,572,800 | 2,000,000 | | 6,012,357 | 68.4 | 307,841 | 432,559 | 180,839 | 64 | 108 | |
| | | | | | | | | | Norwich and Worcester | 2,463,933 | 149,711 | | | 2,122,900 | 764,300 | | 3,074,971 | | | | | | | |
| | | | | | | | | | DELAWARE. | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 84.3 | | | | 10.7 | | | | Delaware | 1,552,257 | * | | | 406,132 | 870,000 | | 271,877 | 1,007,684 | 84.3 | 136,631 | 138,970 | 41,466 | | |
| 31 Oct. '62 | 16.2 | | | | | | | | Newcastle and Frenchtown | 704,800 | | 18,535 | | 744,520 | | | 5,024 | 749,544 | 5.0 | 27,253 | 10,290 | 9 | | |
| | | | | | | | | | FLORIDA. | | | | | | | | | | | | | | | |
| 30 Apr. '60 | 154.2 | | | | 150 | | | | Florida | 532,791 | 30,586 | | | 191,455 | 195,000 | | 75,894 | 619,112 | 32.0 | 7,857 | 3,535 | | | |
| 30 Apr. '60 | 32.0 | | 3.0 | 13.0 | 3 | 1 | 6 | | Florida and Alabama | | | | | | | | | | | | | | | |
| 30 Apr. '60 | 59.9 | | 5.0 | | | | | | Flo., Atlantic and Gulf Central | | | | | | | | | | | | | | | |
| 30 Apr. '60 | 100.0 | 3.9 | 10.0 | 153.5 | | | | | Pensacola and Georgia | | | | | | | | | | | | | | | |
| | | | | | | | | | GEORGIA. | | | | | | | | | | | | | | | |
| 30 Jun. '00 | 56.7 | | | | 16 | 7 | 124 | | Atlanta and West Point | 1,192,889 | * | | | 1,250,000 | 125,000 | | 1,597,355 | 80.7 | | 418,080 | 268,827 | 8 | 125 | |
| 31 Dec. '00 | 92.6 | | 8.7 | 70.9 | | | | | Atlanta and Gulf—M. Trunk | | | | | | | | | | | | | | | |
| 31 Dec. '00 | 63.0 | | | | | | | | Augusta and Savannah | 1,032,200 | * | | | 733,700 | 129,500 | | | | | | | | | |
| 30 Apr. '00 | 48.5 | | | | 23.7 | | | | Brunswick and Florida | 755,000 | * | | | 151,887 | | | | | | | | | | |
| 30 Nov. '00 | 191.0 | | | | | | | | Central of Georgia (and Bank) | 4,366,500 | | | | 4,366,500 | | | 6,590,173 | 229.0 | 879,468 | 1,715,025 | 704,574 | 10 | | |
| 31 Mar. '00 | 171.0 | 61.0 | | | 53 | 62 | 697 | | Georgia (and Bank) | 4,166,000 | * | 1,003,650 | | 4,156,000 | 312,500 | | 8,123,243 | 232.0 | | 1,159,158 | 528,043 | 8 | 100 | |
| 30 Nov. '00 | 102.5 | | | | 18 | 16 | 171 | | Macon and Western | 1,500,000 | | | | 1,500,000 | | 12,295 | 1,668,976 | 102.5 | 226,241 | 404,618 | 212,676 | 19 | 72 | |
| 31 July '00 | 50.0 | | | | 7 | 2 | 107 | | Muscooke | 774,244 | 162,534 | | | 609,950 | 249,000 | | 1,026,868 | 50.0 | | 202,714 | 110,516 | 8 | | |
| 1 May '00 | 68.1 | | | | 3 | 4 | 33 | | Savannah, Albany and Gulf | 1,336,634 | 52,374 | | | 1,275,901 | 10,200 | | 1,026,868 | 50.0 | | 202,714 | 110,516 | 8 | | |
| 31 July '00 | 106.1 | 100.8 | 16.2 | | 18 | 22 | 201 | | South Western | 3,770,425 | * | | | 2,921,900 | 398,500 | | 3,822,913 | 228.8 | | 388,838 | 13 | | | |
| 30 Sep. '00 | 138.0 | | | | 52 | 24 | 705 | | Western and Atlantic | 5,901,497 | * | | | built and owned by State. | | | | | | | | | | |
| | | | | | | | | | ILLINOIS. | | | | | | | | | | | | | | | |
| 31 Dec. '03 | 220.0 | | | | 52 | 32 | 846 | | Chicago and Alton | 8,280,637 | * | | | 4,205,939 | 4,085,000 | | 9,392,415 | 281.0 | 1,002,440 | 1,673,706 | 701,806 | 24 | 89 | |
| 30 Apr. '04 | 240.0 | 098.0 | 47.0 | | 98 | 60 | 1,775 | | Chic. Burlington and Quincy | 11,749,270 | 2,178,055 | | | 6,571,140 | 6,128,031 | | 14,837,539 | 394.0 | 1,955,519 | 3,090,211 | 1,350,499 | 8 | 1164 | |
| 1 Apr. '04 | 242.0 | | | | 29.0 | 36 | 28 | 708 | Chicago and Northwestern | 12,324,859 | 510,983 | | | 3,731,316 | 3,335,000 | | 13,147,136 | 242.0 | | 1,083,064 | 448,503 | | 43 | |
| 31 Mar. '04 | 181.8 | | | | | | | | Chicago and Rock Island | 7,429,633 | * | | | 6,000,000 | 1,402,748 | | 8,380,575 | 228.4 | 1,162,880 | 2,148,875 | 1,103,414 | 6 | 105 | |
| 31 Dec. '03 | 121.0 | 138.7 | 50.0 | | 74 | 61 | 1,196 | | Galena and Chicago Union | 8,040,164 | 1,366,988 | 525,451 | | 6,025,490 | 3,505,000 | | 10,952,115 | 341.7 | 1,484,066 | 2,201,451 | 1,279,408 | 6 | | |
| 31 May '03 | 174.5 | 5.5 | 14.3 | | 21 | 22 | 504 | | Great Western | 4,039,561 | * | | | 1,645,561 | 2,394,000 | | 4,214,342 | 180.0 | | 742,097 | 377,470 | 6 | | |
| 31 Dec. '03 | 454.8 | 252.5 | | | 116 | 101 | 2,978 | | Illinois Central | 28,010,229 | * | | | 19,015,979 | 17,320,000 | | 36,335,970 | 708.3 | 5,010,697 | 4,571,028 | 2,115,347 | 6 | 125 | |
| | 148.0 | | | | | | | | Ohio and Mississippi | 4,870,586 | * | | | 1,780,295 | 3,292,403 | | | | | | | | | |
| 31 Dec. '03 | 195.0 | 14 | 12.2 | | 31 | 30 | 424 | | St. Louis, Alton & Terre Haute | 10,000,000 | * | | | 3,900,000 | 6,700,000 | | 10,000,000 | 209.0 | 18 mo. | 2,202,415 | 704,650 | | 53 | |
| | | | | | | | | | INDIANA. | | | | | | | | | | | | | | | |
| 31 Aug. '07 | 109.0 | | | | | | | | Cincinnati and Chicago | 2,080,433 | * | | | 1,106,679 | 1,006,125 | | 2,283,748 | 109.0 | | 249,867 | 119,242 | | | |
| 31 Aug. '07 | 109.0 | | | | | | | | Evansville and Crawfordsville | 2,232,413 | 274,081 | 2,750 | | 986,061 | 1,219,100 | | 2,283,748 | 109.0 | | 249,867 | 119,242 | | | |
| 31 Dec. '07 | 72.4 | | | | 19 | 17 | 268 | | Indiana Central | 1,697,039 | 26,641 | | | 611,950 | 1,254,500 | | 2,102,761 | 109.0 | | 442,898 | 168,541 | | 72 | |
| 1 Dec. '08 | 89.8 | 20.2 | | | | | | | Indianapolis | | | | | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | Price of shares. |
|----------------|------------|---------------------------|------------------------|--------------------------------|------------|------------|---------------|----------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|--|--|---|-----------|-----------|------|------------|--|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | | | Liabilities. | | | | | Gross. | Net. | Dividends. | | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | P. c. | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | | | | | | | | | | | | | | | | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '02 | 55.0 | — | — | — | 6 | 4 | 74 | Androscoggin | 1,050,000 | — | — | 151,833 | 444,638 | 205,584 | 767,381 | 36.5 | 76,344 | 79,761 | 43,461 | — | — | | |
| 30 Jun. '02 | 149.0 | — | — | — | 41 | 17 | 849 | Atlantic and St. Lawrence | 6,788,205 | 867,734 | — | 2,494,900 | 3,008,491 | — | 7,953,475 | 149.0 | oper. by Gd. Tr. | 172,113 | 91,487 | — | — | | |
| 30 Sep. '01 | 68.0 | 9.5 | 8.0 | — | 12 | 11 | 120 | Kennebec and Portland | 2,871,264 | — | — | 1,287,779 | — | 271,143 | 2,999,698 | 109.5 | 139,953 | 172,113 | — | — | | | |
| 31 May, '04 | 99.7 | 9.5 | — | — | 13 | 2 | 231 | Maine Central | 4,211,878 | — | 21,925 | 1,650,860 | 3,008,491 | 139,952 | 4,250,306 | 109.2 | 186,240 | 323,032 | 174,028 | — | — | | |
| 31 May, '04 | 51.3 | — | — | — | 10 | 4 | 109 | Portland, Saco and Portsmouth | 1,500,000 | — | 100,000 | 1,600,000 | — | — | 1,649,414 | 51.3 | 164,991 | 350,853 | 188,121 | 6 | 109 | | |
| 31 May, '04 | 37.0 | — | — | — | — | — | — | Somerset and Kennebec | 783,763 | — | — | 169,200 | 556,000 | — | — | 37.0 | — | 55,408 | 28,404 | — | — | | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '00 | 270.0 | 7.2 | — | — | 235 | 124 | 3,272 | Baltimore and Ohio | 21,314,042 | 3,604,731 | 3,579,907 | 13,118,902 | 10,781,833 | 566,070 | 31,541,011 | 296.8 | — | 3,922,203 | 2,305,788 | — | 113 | | |
| 30 Sep. '00 | 80.0 | — | — | — | 7 | 33 | 187 | Washington Branch | 1,660,000 | — | — | 1,650,000 | — | — | 1,824,806 | 39.0 | 187,427 | 462,880 | 290,840 | 9 | 127 | | |
| 31 Dec. '03 | 138.0 | 4.0 | 10.4 | — | 53 | 29 | 1,818 | Northern Central | 7,916,244 | 774,568 | 501,395 | 2,280,960 | 4,850,000 | — | 10,346,232 | 261.0 | 1,012,096 | 2,307,448 | 620,581 | — | 63 | | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '03 | 28.7 | 1.8 | 43.6 | — | 22 | 40 | 616 | Boston and Lowell | 2,245,245 | 183,245 | — | 1,830,000 | 440,000 | 5,629 | 2,275,629 | 70.9 | 372,053 | 503,718 | 167,051 | 6 | 104 | | |
| 30 Nov. '03 | 74.3 | 8.8 | 51.1 | — | 35 | 74 | 635 | Boston and Maine | 4,880,349 | 446,557 | 498,903 | 4,076,974 | 119.3 | 449,882 | 1,018,326 | 482,656 | — | — | — | — | | | |
| 30 Nov. '03 | 47.0 | 7.0 | 32.5 | — | 23 | 41 | 238 | Boston and Providence | 2,952,600 | 207,400 | — | 3,160,000 | 87,720 | — | 3,247,720 | 61.8 | 428,301 | 858,727 | 397,729 | 8 | 141 | | |
| 30 Nov. '03 | 44.6 | 24.0 | 60.1 | — | 30 | 68 | 313 | Boston and Worcester | 2,062,594 | 437,416 | 100,000 | 4,500,000 | — | — | 4,500,000 | 88.6 | 573,514 | 1,202,654 | 485,357 | 9 | 144 | | |
| 30 Nov. '03 | 46.0 | 1.1 | 2.7 | — | 7 | 15 | 102 | Cape Cod Branch (par 60) | 907,760 | 123,865 | — | 681,666 | 121,000 | — | 1,087,722 | 47.1 | 77,036 | 130,058 | 69,191 | 6 | 69 | | |
| 30 Nov. '03 | 50.0 | 2.4 | 9.3 | — | 12 | 19 | 164 | Connecticut River | 1,614,375 | 187,568 | — | 1,591,100 | 250,000 | — | 1,943,288 | 52.4 | 169,351 | 344,194 | 108,008 | 6 | 106 | | |
| 30 Nov. '03 | 44.2 | 30.6 | 27.5 | — | 29 | 71 | 424 | Eastern | 4,007,268 | 315,165 | 264,102 | 3,000,000 | 1,837,600 | 56,500 | 4,894,100 | 89.0 | 477,753 | 812,556 | 390,594 | 6 | 104 | | |
| 30 Nov. '03 | 50.9 | 42.5 | 74.8 | — | 25 | 37 | 457 | Fitchburg | 3,189,851 | 350,149 | — | 3,540,000 | — | — | 3,874,507 | 93.4 | 389,738 | 732,262 | 325,043 | 8 | 119 | | |
| 30 Nov. '03 | 12.4 | — | 2.3 | — | 2 | 4 | 26 | Lowell and Lawrence | 332,885 | 80,275 | — | 200,000 | 75,000 | 3,961 | 397,436 | — | — | 21,780 | 21,775 | 6 | — | | |
| 30 Nov. '03 | 35.0 | 0.7 | — | — | 10 | 17 | 304 | Nashua and Lowell | 555,919 | 95,684 | — | 600,000 | — | — | 704,336 | 71.0 | 167,154 | 228,794 | 69,077 | 8 | 127 | | |
| 30 Nov. '03 | 79.5 | 7.8 | 26.5 | — | 6 | 16 | 99 | New Bedford and Taunton | 480,160 | 52,518 | 14,000 | 600,000 | 285,000 | — | 785,500 | 36.7 | 41,995 | 164,207 | 64,797 | 6 | 102 | | |
| 30 Nov. '03 | 35.0 | — | 0.1 | — | 4 | 6 | 19 | N. York and Boston Air Line | 1,079,387 | 49,222 | — | 357,155 | 662,900 | 206,502 | 1,245,565 | 33.0 | 67,883 | 53,233 | — | — | | | |
| 30 Nov. '03 | 79.5 | 7.8 | 26.5 | — | 26 | 64 | 605 | Old Colony and Fall River | 3,179,661 | 254,603 | — | 3,015,100 | 416,000 | 339,915 | 3,771,015 | 102.1 | 435,467 | 722,068 | 411,544 | 7 | 127 | | |
| 30 Nov. '03 | 43.4 | 1.0 | 14.9 | — | 18 | 16 | 268 | Providence and Worcester | 1,409,228 | 213,182 | — | 1,650,000 | 26,000 | — | 1,676,000 | 44.4 | 226,461 | 384,512 | 169,145 | 8 | 140 | | |
| 30 Nov. '03 | 16.9 | — | 1.7 | — | 3 | 4 | 197 | Salem and Lowell | 381,470 | 82,543 | — | 243,205 | 226,900 | 1,386 | 471,992 | — | — | 17,520 | 17,252 | 11 | 110 | | |
| 30 Nov. '03 | 11.1 | 0.6 | 1.2 | — | 3 | 11 | 72 | Taunton Branch | 273,429 | 39,727 | — | 250,000 | — | — | 298,962 | 11.7 | 51,675 | 165,405 | 33,698 | 8 | 112 | | |
| 30 Nov. '03 | 6.1 | — | — | — | — | — | — | Troy and Greenfield | 1,903,260 | — | — | 923,942 | 979,308 | — | 1,903,260 | — | — | — | — | — | — | | |
| 30 Nov. '03 | 69.3 | 8.0 | 5.5 | — | 10 | 13 | 179 | Vermont and Massachusetts | 3,309,567 | 207,243 | — | 2,214,225 | 925,760 | — | 3,821,695 | 77.3 | 112,508 | 271,815 | 140,136 | — | — | | |
| 30 Nov. '03 | 156.1 | 17.3 | 126.6 | — | 73 | 63 | 1,179 | Western (incl. Alb. & W.S. etc.) | 10,167,143 | 1,095,712 | — | 5,150,000 | 6,267,520 | — | 4,746,504 | 218.0 | 1,275,925 | 2,439,838 | 1,232,831 | 10 | 151 | | |
| 30 Nov. '03 | 46.7 | — | 9.6 | — | 10 | 12 | 145 | Worcester & Nashua (par 85) | 1,116,597 | 116,000 | — | 1,141,000 | 103,700 | 39,891 | 1,373,159 | 46.7 | 188,647 | 251,024 | 132,133 | 6 | 95 | | |
| NEW HAMPSHIRE. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Mar. '03 | 93.5 | — | 5.6 | — | 14 | 10 | 232 | Boston, Concord and Montreal | 2,850,000 | — | — | 1,800,000 | 1,050,000 | — | 2,992,686 | 93.6 | — | 247,279 | 124,406 | — | 62 | | |
| 30 Nov. '03 | 53.8 | — | 8.0 | — | 18 | 16 | 246 | Cheshire | 2,475,846 | 322,286 | — | 2,085,925 | 655,400 | — | 2,969,852 | 55.6 | 338,025 | 382,183 | 130,645 | 2 | — | | |
| 31 Mar. '03 | 34.5 | — | — | — | 21 | 22 | 494 | Concord (par 85) | 1,500,000 | — | — | 1,500,000 | — | — | 1,664,606 | 61.3 | — | 470,078 | 125,286 | 7 | 61 | | |
| 31 Mar. '03 | 29.3 | — | — | — | 2 | — | — | Manchester and Lawrence | 1,065,245 | — | — | 1,000,000 | 12,300 | 20,904 | operated by Concord R. R. | — | — | 83,524 | 7 | 113 | | | |
| 31 Mar. '03 | 29.8 | — | — | — | 2 | 4 | 80 | Merrimack and Conn. Rivers | 698,258 | — | — | 695,588 | 568,000 | — | — | 62.7 | — | 37,791 | 11,913 | — | — | | |
| 30 Apr. '03 | 69.2 | 13.0 | 12.5 | — | 24 | 14 | 424 | Northern New Hampshire | 3,068,400 | — | — | 3,068,400 | 220,700 | 59,114 | 3,248,214 | 82.0 | — | 366,846 | 153,718 | 4 | 80 | | |
| 30 Apr. '03 | 34.7 | — | 2.2 | — | 5 | 2 | 60 | Sullivan | 1,480,730 | — | — | 600,000 | 760,000 | — | — | 277,210 | — | 81,121 | 13,183 | — | — | | |
| NEW JERSEY. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '02 | 64.2 | — | 8.1 | — | — | — | — | Belvidere Delaware | 3,170,126 | — | — | 997,862 | 2,089,500 | 173,982 | 3,261,244 | 76.0 | — | 259,921 | 113,533 | — | — | | |
| 31 Dec. '02 | 68.9 | — | — | — | — | — | — | Camden and Amboy | 6,070,233 | — | 3,971,080 | 5,009,200 | 8,620,181 | — | 10,020,181 | 124.2 | — | 3,040,148 | 1,728,548 | 10 | 150 | | |
| 31 Dec. '02 | 60.2 | — | — | — | — | — | — | Camden and Atlantic | 1,837,386 | — | — | 1,000,553 | 1,037,376 | 117,095 | 2,155,024 | 60.2 | — | 144,386 | 56,128 | — | — | | |
| 31 Dec. '02 | 64.0 | — | 48.0 | — | 100 | 51 | 574 | Central of New Jersey | 5,901,676 | 773,000 | 609,636 | 4,620,160 | 2,000,000 | — | 7,708,800 | 64.0 | 812,041 | 1,941,274 | 1,127,244 | 10 | 170 | | |
| 31 Dec. '02 | 68.0 | — | — | — | 45.5 | 11 | 91 | Morris and Essex | 1,674,061 | — | 57,000 | 1,549,825 | 340,000 | 87,080 | 1,549,825 | 68.0 | — | 293,857 | 103,645 | 7 | 116 | | |
| 31 Dec. '02 | 31.8 | — | — | — | — | — | — | New Jersey | 3,640,516 | 448,573 | 1,461,366 | 4,397,800 | 642,500 | 400,017 | 5,739,574 | 38.8 | — | 1,286,600 | 694,914 | 10 | 160 | | |
| 31 Dec. '02 | 23.5 | — | — | — | 2 | 6 | 17 | Northern New Jersey | 422,297 | — | — | 156,850 | 204,200 | 77,798 | 488,798 | 21.2 | — | 90,619 | 29,592 | — | — | | |
| 31 Dec. '02 | 24.0 | — | — | — | — | — | — | Raritan and Delaware Bay | 2,450,417 | — | — | 1,203,553 | 1,250,000 | 143,695 | 2,597,151 | — | [2 mos.] | 10,588 | 24,242 | — | — | | |
| 31 Dec. '02 | 39.5 | — | — | — | — | — | — | Warren | 1,907,750 | — | — | 1,307,750 | 600,000 | — | 1,907,750 | 24.0 | — | 289,889 | 164,908 | 6 | 110 | | |
| 31 Dec. '02 | 39.5 | — | — | — | — | — | — | West Jersey | 821,984 | — | — | 681,893 | 212,500 | 31,743 | 821,984 | — | 82,936 | 90,122 | 43,623 | — | — | | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '03 | 35.0 | — | 1.0 | 105.0 | 3 | 6 | 36 | Albany & Susquehanna | 1,192,179 | 64,868 | — | 978,670 | 120,000 | 34,888 | 1,257,037 | — | — | — | — | — | — | | |
| 31 Dec. '03 | 43.9 | — | 3.1 | — | 8 | 8 | 140 | Atlantic and Great Western | 2,587,725 | — | — | 908,996 | | | | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies all Running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | |
|------------------------------|-----------|--------------------------|-----------------------|--------------------------------|------------|------------|---------------|--------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|------------------------|--|--|--|---|-----------|-----------|------------|------------------|--|
| | Main Line | Lateral and Branch Lines | 2nd Track and Sidings | Road in progress or projected. | Engines. | Cars. | | | Property and Assets. | | | Liabilities. | | | | Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | Price of shares. | |
| | | | | | | Passenger. | Freight, etc. | | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | | | | | | | | | | | | | | | | | |
| PENNSYLVANIA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '83 | 93.0 | 25.0 | 11.0 | 19.0 | 28 | 6 | 406 | Atlantic and Great Western | 5,634,039 | | | 1,763,508 | 3,856,000 | | | 5,634,039 | 100.0 | | 360,215 | 171,236 | | | |
| 31 Dec. '83 | 24.5 | 24.9 | | | 19 | 31,303 | Beaver Meadow | 1,064,230 | 400,560 | | | 1,983,900 | 1,000 | | | 1,984,900 | 24.5 | 247,080 | 582,219 | 345,661 | 23 | 75 | |
| 31 Sep. '83 | 65.0 | | 6.0 | | 11 | 359 | Catawba | 3,634,000 | | | | 3,500,000 | 284,000 | 3,883,380 | | 3,862,380 | 146.0 | 323,613 | 308,567 | 11,468 | 8 | 164 | |
| 31 Oct. '83 | 62.0 | | 4.5 | 4.0 | 12 | 8 | 66 | Cumberland Valley | 1,181,037 | | | 956,900 | 270,000 | 16,481 | | 1,243,381 | 152.0 | 165,712 | 276,338 | 118,198 | 8 | 194 | |
| 31 Oct. '83 | 110.7 | 2.8 | 47.2 | | 74 | 20 | 4,839 | Del., Lackawanna and West'n | 7,013,294 | 2,160,583 | | 5,698,250 | 4,671,000 | 1,000,951 | | 13,276,201 | 202.0 | 1,469,484 | 1,757,088 | 828,148 | 9 | 206 | |
| 31 Oct. '83 | 35.8 | 1.1 | 3.2 | | 7 | 4 | 65 | East Pennsylvania | 1,161,430 | 104,941 | | 804,190 | 598,400 | | | 1,212,590 | 36.9 | 151,820 | 238,248 | 160,188 | | | |
| 31 Dec. '83 | 78.0 | | 8.5 | | 16 | 7 | 647 | Elmira and Williamsport | 2,083,607 | | | 1,000,000 | 1,000,000 | Leas'd to North'n Cen. | | 1,000,000 | 18.6 | 144,871 | 384,790 | 110,676 | 10 | 82 | |
| 31 Oct. '83 | 18.6 | | 4.6 | | | | | Elrie and Northeast | 700,000 | | | 600,000 | 400,000 | | | 1,000,000 | 18.6 | 428,368 | 160,268 | 10 | 7 | | |
| 31 Oct. '83 | 36.9 | 13.6 | 17.0 | | | | | Harrisburg and Lancaster | 1,882,560 | | | 1,182,550 | 700,000 | | | 1,882,550 | 65.5 | oper. by Penna. R.R. Co. | | | 7 | 69 | |
| 31 Oct. '83 | 32.0 | | 1.3 | 44.3 | 3 | 8 | 10 | Hempfield | 1,616,560 | 41,340 | | 1,509,565 | 600,000 | 100,000 | | 2,409,565 | 32.3 | 27,600 | 37,047 | 4,363 | | | |
| 31 Oct. '83 | 81.3 | 14.5 | 10.5 | | 14 | 2 | 100 | Huntingdon and Broad Top | 1,927,246 | | | 622,346 | 1,325,992 | 223,090 | | 2,174,427 | 54.0 | 145,578 | 259,629 | 101,670 | | | |
| 31 Dec. '83 | 80.0 | | 17.0 | | 16 | 7 | 1,068 | Lackawanna and Bloomsburg | 2,802,546 | | | 710,000 | 1,929,066 | 98,833 | | 2,707,966 | 80.0 | 326,700 | 478,118 | 243,889 | | | |
| 31 Oct. '83 | 46.0 | 34.0 | 82.0 | | 29 | 12 | 1,209 | Lehigh Valley | 3,622,008 | 869,222 | | 2,297,250 | 1,465,000 | 58,127 | | 3,820,377 | 88.0 | 386,844 | 1,320,958 | 774,074 | 10 | 83 | |
| 31 Oct. '83 | 28.3 | 5.5 | 8.0 | | 10 | | | Little Schuylkill | 1,371,888 | | | 2,646,100 | 960,000 | | | 3,606,927 | Phil. & Reading R.R. | 319,162 | 368,367 | 89,901 | 8 | 60 | |
| 31 Oct. '83 | 24.5 | 103.0 | 63.3 | | 31 | | | Little Schuylkill Haven | 3,811,613 | | | 4,132,935 | | | | 4,132,935 | 130.0 | 274,900 | 111,990 | 278,891 | 32 | 32 | |
| 30 Nov. '83 | 65.6 | 13.2 | 10.5 | | 17 | 27 | 613 | North Pennsylvania | 5,485,709 | 404,764 | | 8,147,750 | 3,104,287 | | | 5,311,302 | 68.8 | 3,242,037 | 1,901,413 | 5,111,413 | 9 | 59 | |
| 31 Dec. '83 | 300.3 | 56.1 | 319.0 | | 290 | 173 | 4,926 | Pennsylvania | 27,048,814 | 3,548,484 | 2,883,457 | 13,450,250 | 16,949,124 | | | 35,245,668 | 358.9 | 5,811,302 | 1,901,413 | 5,111,413 | 9 | 59 | |
| 31 Oct. '83 | 17.0 | 7.0 | 42.0 | | 17 | 18 | 41 | Phila., Germant'n & Norrist'n | 1,131,079 | 235,439 | | 1,267,200 | 406,500 | | | 1,673,200 | 24.0 | 244,420 | 332,459 | 179,565 | 7 | 32 | |
| 31 Oct. '83 | 230.0 | | 21.5 | 58.0 | 36 | 5 | 530 | Phila. and (Sunbury) Erie | 10,019,944 | 8,628,009 | | 10,019,944 | 8,628,009 | 80,151 | | 13,619,096 | 220.0 | 423,759 | 999,300 | 198,489 | 7 | 69 | |
| 30 Nov. '83 | 147.4 | 51.1 | 211.3 | | 166 | 67 | 8,430 | Philadelphia and Reading | 21,124,422 | 3,765,774 | 679,348 | 13,211,228 | 10,667,328 | | | 20,613,828 | 408.0 | 2,721,689 | 3,252,902 | 3,706,900 | 10 | 188 | |
| 31 Oct. '83 | 28.2 | | 1.9 | | | | | Philadelphia and Trenton | 613,822 | * | | 999,200 | 250,000 | | | 1,249,200 | 28.2 | 137,074 | 644,066 | 368,948 | 10 | 188 | |
| 31 Oct. '83 | 95.9 | | 51.4 | | 36 | 98 | 828 | Phila., Wilmington and Balt. | 8,774,500 | * | 351,129 | 7,460,000 | 1,017,500 | | | 8,477,500 | 200.5 | 647,029 | 2,440,248 | 1,602,119 | 10 | 94 | |
| 31 Dec. '83 | 59.5 | | 6.4 | 89.5 | 11 | 10 | | Pittsburg and Connelleville | 2,064,287 | 124,432 | | 1,767,873 | 1,600,000 | | | 3,565,639 | 72.0 | 209,748 | 215,587 | 106,856 | 9 | 12 | |
| 31 Dec. '83 | 468.3 | | 73.8 | | 146 | 109 | 1,650 | Pittsb'g, Ft. Wayne & Chicago | 18,191,294 | * | | 6,164,532 | 12,936,173 | | | 19,932,741 | 468.3 | 3,472,914 | 1,182,984 | 2,106,828 | 10 | 106 | |
| 31 Dec. '83 | 28.0 | | 6.2 | | 6 | 1 | 484 | Shamokin Valley & Pottsville | 1,178,773 | 112,824 | | 600,000 | 791,697 | Leas'd to North'n Cen. | | 10,476 | 40,476 | 144,728 | 87,112 | 10 | 40 | | |
| 31 Oct. '83 | 29.6 | | 3.1 | | 6 | 4 | 196 | Tioga | 730,967 | 106,553 | | 367,300 | 396,500 | | | 832,009 | 29.6 | 75,358 | 128,698 | 79,976 | 7 | 48 | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '83 | 50.0 | | 2.0 | | 12 | 17 | 103 | N. Y., Providence and Boston | 2,158,000 | * | | 1,508,000 | 250,800 | | | | 62.0 | 297,700 | 421,757 | 166,155 | 8 | 130 | |
| 30 Nov. '83 | 13.6 | | 0.6 | | 4 | 3 | 7 | Providence, Warren & Bristol | 424,943 | 13,299 | | 437,117 | 8,600 | | | | 13.6 | 24,916 | 51,702 | 9,718 | | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '83 | 54.9 | | | 47.4 | 4 | 3 | 21 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 706,385 | 196,266 | 197,905 | | 1,099,536 | 51.9 | | 233,938 | 151,536 | 8 | | |
| 31 Dec. '83 | 109.6 | | | | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | * | | 1,201,000 | 384,000 | | | | 109.6 | | 841,190 | 126,871 | 8 | | |
| 1 Jan. '84 | 142.2 | 21.3 | | | | | | Greenville and Columbia | 2,439,769 | 324,161 | | 1,429,008 | 1,145,000 | 345,546 | | | 164.5 | | 220,014 | 96,148 | | | |
| 28 Feb. '84 | 102.0 | | | | | | | North-Eastern | 1,201,662 | * | | 986,743 | 960,410 | 108,172 | | 2,067,326 | 102.0 | | 220,014 | 96,148 | | | |
| 31 Dec. '83 | 138.0 | 106.0 | | | 62 | 59 | 790 | South Carolina | | | | 2,648,933 | | | | | | 1,499,636 | 701,948 | 7 | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '80 | 47.6 | | | | | | | Central Southern (Tenn.) | 1,021,439 | 58,183 | | 505,214 | 514,000 | 90,110 | | 1,187,707 | 47.6 | | 29,987 | 19,187 | | | |
| 1859..... | 30.0 | | 1.8 | | 12 | 10 | 171 | East Tennessee and Georgia | 3,637,367 | * | | 1,289,673 | 2,020,000 | 200,000 | | 4,000,000 | 140.0 | | 318,718 | 187,406 | | | |
| 1860..... | 140.0 | | 8.0 | | 10 | 10 | 128 | East Tennessee and Virginia | 2,310,033 | 154,264 | | 536,664 | 1,902,000 | 390,407 | | 2,627,797 | 130.3 | | 297,804 | 149,167 | | | |
| 1860..... | 27.6 | 19.4 | 20.0 | | 43 | 37 | 667 | Memphis and Charleston | 5,866,578 | 878,069 | 129,364 | 3,809,949 | 2,669,000 | 260,112 | | 7,027,797 | 201.0 | | 1,635,096 | 878,597 | | | |
| 1859..... | 271.6 | 16.0 | 20.0 | | 89 | 9 | 242 | Memphis and Ohio | 2,259,287 | 141,144 | | 670,000 | 1,361,000 | 146,000 | | | | | | | | | |
| 1859..... | 100.0 | | 30.6 | 55.8 | | | | Memphis, Clarkesv. & Louisv. | 2,000,000 | 100,500 | | 298,721 | 740,000 | | | | | | | | | | |
| 1859..... | 59.0 | | 40.1 | | 7 | 6 | 119 | Mississippi and Tennessee | 1,137,400 | * | | 798,255 | 634,949 | 319,518 | | | 59.4 | 69,870 | 177,250 | 60,029 | | | |
| 1859..... | 47.4 | | 2.8 | | 4 | 6 | 46 | Mississippi Central and Tenn. | 882,710 | 82,908 | | 317,447 | 632,500 | 22,868 | | | 47.4 | 64,175 | 85,129 | 44,606 | | | |
| 1859..... | 34.2 | | | | 12 | 2 | | McMinnville and Manchester | 583,807 | 56,816 | | 144,884 | 406,000 | 5,000 | | | 34.2 | 30,065 | 25,808 | 18,892 | | | |
| 30 Nov. '80 | 149.7 | 44.0 | 7.9 | | 39 | 17 | 319 | Nashville and Chattanooga | 3,632,882 | * | | 2,056,544 | 1,731,000 | | | | 159.0 | | 734,118 | 837,884 | 6 | | |
| 1859..... | | | | | | | | Nashville and Northwestern | | | | 595,923 | 800,000 | 204,344 | | | 45.9 | 87,960 | 127,063 | 67,242 | | | |
| 1860..... | 45.8 | | 4.2 | 11.7 | 5 | 32 | | Tennessee and Alabama | 76,016 | 76,016 | | 216,962 | 415,000 | 408,477 | | | 30.0 | | 1,348 | | | | |
| 1859..... | 30.0 | | 0.6 | 8.0 | | | | Winchester and Alabama | | | | | | | | | | | | | | | |
| TEXAS, (all aided by State). | | | | | | | | | | | | | | | | | | | | | | | |
| 1859..... | 32.0 | | | 158.0 | | | | Gulfs Bayou, Braz. & Col'do | | | | | | | | | 32.0 | | | | | | |
| 1859..... | 66.0 | | | 184.0 | | | | Galveston, Houston & Henderson | | | | | | | | | 66.0 | | | | | | |
| 1859..... | 80.0 | | 1.6 | 75.0 | 2 | 1 | 40 | Houston and Brazoria | 1,250,000 | * | | 276,000 | 240,000 | | | | 80.0 | | | | | | |
| 1 May '80 | 70.0 | | 6.0 | 280.0 | 7 | 5 | 124 | Houston and Texas Central | 4,232,348 | * | | 465,000 | 975,000 | 369,000 | | | 70.0 | 102,300 | 182,848 | 196,568 | | | |
| 1859..... | 25.0 | | | 110.0 | | | | San Antonio & Mexican Gulf | | | | | | | | | 25.0 | | | | | | |
| VERMONT. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May '84 | 110.3 | | 6.6 | | 9 | 13 | 202 | Connect. & Passumpsic Rivers | 2,842,741 | * | | 1,650,000 | 800,000 | | | 3,036,338 | 90.7 | 139,877 | 308,830 | 167,430 | | 67 | |
| 31 Aug. '83 | 119.6 | | 16.0 | | 26 | 25 | 558 | Rutland and Burlington | 3,991,705 | 556,275 | | 2,233,376 | 3,257,471 | 895,219 | | 6,386,166 | 119.6 | 449,351 | 423,027 | 112,163 | | | |
| 31 Aug. '83 | 62.5 | 2.0 | 4.9 | | 10 | 9 | 240 | Rutland and Washington | 1,097,000 | 256,683 | | 1,097,000 | | | | 1,097,000 | 62.5 | 136,761 | 185,474 | 67,788 | | | |
| 31 May. '83 | 117.0 | 21.0 | | | 42 | 46 | 841 | Vermont Central | 8,402,056 | * | | 5,000,000 | 3,500,000 | 1,500,000 | | 10,000,000 | 174.5 | 838,289 | 941,046 | 282,887 | | | |
| 31 May. '83 | 47.0 | 8.5 | 4.1 | 9.7 | | | | Vermont and Canada | 1,687,500 | * | | 1,687,500 | | | | 1,687,500 | oper. by Vt. Central | | | | 8 | 112 | |
| 30 | | | | | | | | | | | | | | | | | | | | | | | |

PREFERRED AND GUARANTEED R. R. STOCKS.

| RAILROADS. | Amount of shares outstanding. | Div'ds | | Market Price. |
|-------------------------------------|-------------------------------|--------|-------|---------------|
| | | Rate. | Paid. | |
| Agricultural Branch, (guar.) | 600,000 | 6 | 6 | — |
| Atlantic & St. Lawrence (guarant'd) | 2,494,900 | 6 | 6 | — |
| Berkshire (guaranteed) | 600,000 | 7 | 7 | — |
| Boston, Concord & Montreal (pref.) | 800,000 | 6 | 70 | — |
| Buffalo, N. Y. & Erie, (new pref.) | 554,000 | 6 | — | — |
| Camden & Atlantic (preferred) | 850,000 | 7 | — | — |
| Catawba (preferred) | 1,150,000 | 7 | 40 | — |
| Chemung (guaranteed) | 380,000 | — | — | — |
| Cayuga & Susquehanna (guarant.) | 343,500 | — | — | — |
| Chesapeake (preferred) | 2,017,825 | 7 | 52 | — |
| Chicago & Alton (preferred) | 2,422,598 | 7 | 92 | — |
| Chicago & Northwestern (pref.) | 2,400,000 | 7 | 81 | — |
| Cochecho (preferred) | 177,750 | 8 | — | — |
| Ct. & Passumpsic Rivers, (pref.) | 1,55,200 | 10 | 67 | — |
| Cumberland Valley (1st preferred) | 241,900 | 8 | 8 | — |
| Doyle & Portland (preferred) | 243,000 | 8 | 8 | — |
| Detroit & Milwaukee (preferred) | 1,500,000 | — | — | — |
| Dubuque & Sioux City (preferred) | 1,987,174 | 7 | 72 | — |
| Elmira, Jeff. & Canandaigua (guar.) | 500,000 | — | — | — |
| Elmira & William-port (preferred) | 500,000 | — | — | — |
| Erie (preferred) | 8,535,700 | 7 | 7 | — |
| Hannibal & St. Joseph (preferred) | 5,253,856 | 7 | 7 | — |
| Harriaburg & Lancaster (guar.) | 1,182,100 | 7 | 7 | — |
| Houstonian (preferred) | 1,180,000 | 8 | 104 | — |
| Indianapolis & Madison (pref.) | 407,900 | 8 | 8 | — |
| Kennebec & Portland (preferred) | 247,000 | 6 | — | — |
| Kenosha (new pref.) | 125,000 | 6 | — | — |
| Lackawanna & Bloomsburg (pref.) | 500,000 | 7 | — | — |
| Marietta & Cincinnati (1st pref.) | 5,105,384 | 7 | 55 | — |
| Michigan S. & N. Indiana (guar.) | 8,424,169 | 7 | 53 | — |
| Mill & Prairie du Chien (1st pref.) | 1,051,000 | 8 | 115 | — |
| Minneapolis & St. Paul (pref.) | 1,014,000 | 7 | 92 | — |
| New Haven & Northampton (guar.) | 2,255,000 | 7 | 82 | — |
| New York & Harlem (preferred) | 1,010,000 | — | — | — |
| Niagara Br. & Canandaigua (guar.) | 1,000,000 | 6 | 6 | — |
| Paterson & Hudson (guaranteed) | 630,000 | — | — | — |
| Peoria & Bureau Valley (guar.) | 248,000 | — | — | — |
| Philadelphia & Reading (pref.) | 1,200,000 | — | — | — |
| Philadelphia & Trenton (guar.) | 1,561,800 | 7 | 7 | — |
| Pitts. & Wayne & Chicago (pref.) | 1,000,000 | — | — | — |
| Pittsfield & North Adams (guar.) | 2,000,000 | 7 | 93 | — |
| Port, Sag. & Portsmouth (guar.) | 450,000 | 6 | 100 | — |
| Railroad & Burlington (preferred) | 1,500,000 | 6 | 6 | — |
| Railroad & Burlington (preferred) | 382,700 | 8 | — | — |
| St. L. Alton & Terre Haute (pref.) | 608,176 | 6 | — | — |
| Toledo & Wabash (preferred) | 1,700,000 | 6 | 74 | — |
| Troy & Greenbush (guaranteed) | 982,900 | 7 | 7 | — |
| Vermont & Canada, (guaranteed) | 274,400 | 6 | 6 | — |
| Warren (guaranteed) | 1,000,000 | 8 | 8 | — |
| White Mountains (guaranteed) | 1,307,750 | 7 | 7 | — |
| Wrightav. Y. & Gettysburg (guar.) | 200,000 | 5 | 5 | — |
| | 317,050 | 2 | 2 | — |

CANAL AND NAVIGATION BONDS.

| DESCRIPTION OF BONDS. | Amount outstanding. | Interest. | Payable | Principal payable. | Market Price. |
|----------------------------|---------------------|-----------|---------|--------------------|---------------|
| | | | | | |
| Chesapeake & Delaware: | | | | | |
| 1st Mortgage | \$2,657,343 | 6 J. & J | 1896 | 103 | — |
| Chesapeake & Ohio: | | | | | |
| Maryland Loan, dollar | 2,000,000 | 6 Qtrly. | 1870 | — | — |
| " " sterling | 4,375,000 | 6 | 1890 | — | — |
| Preferred bonds | 1,700,000 | 6 | 18— | — | — |
| Bonds guar. by Virginia | 200,000 | 6 | 18— | — | — |
| Delaware Division: | | | | | |
| 1st Mortgage | 800,000 | 6 J. & J. | 1878 | 95 | — |
| Delaware & Hudson: | | | | | |
| 1st Mortgage | 600,000 | 6 J. & D. | 1865 | 110 | — |
| 2d Mortgage | 300,000 | 6 M. & S. | 1870 | — | — |
| Delaware & Baritan: | | | | | |
| S. Camden & Amb. R.R. | | | | | |
| Erie and Penn.: | | | | | |
| 1st Mortgage | 752,000 | 7 J. & J. | 1865 | — | — |
| Interest Certificates | 161,900 | 6 | 1868 | — | — |
| Lehigh Navigation: | | | | | |
| 1st Mortgage | 2,788,682 | 6 M. & S. | 1870 | 107 | — |
| Monongahela Navigation: | | | | | |
| 1st Mortgage | 125,000 | 6 J. & J. | 1863 | — | — |
| 2d Mortgage | 57,000 | 6 | 1866 | — | — |
| Morris: | | | | | |
| 1st Mortgage | 465,500 | 6 A. & O. | 1876 | 101 | — |
| 2d Mortgage | 294,750 | 6 | — | 97 | — |
| North Branch: | | | | | |
| 1st Mortgage | 590,000 | 6 M. & N. | 1876 | 40 | — |
| Schenck Navigation: | | | | | |
| 1st Mortgage | 1,764,550 | 6 M. & S. | 1872 | 99 | — |
| 2d Mortgage | 3,980,670 | 6 J. & J. | 1882 | 88 | — |
| Improvement | 568,500 | 6 M. & N. | 1876 | 90 | — |
| Susquehanna & Tide Water: | | | | | |
| Maryland Sterling Loan | 616,000 | 6 J. & J. | 1865 | — | — |
| Md. sig. loan converted | 200,375 | 6 | 1865 | — | — |
| Mortgage bonds | 983,000 | 6 | 1878 | 60 | — |
| Preferred Interest bds. | 227,569 | 6 | 1873 | 27 | — |
| Union, (Pa.) | | | | | |
| 1st Mortgage | 2,500,000 | 6 M. & N. | 1883 | 194 | — |
| West Branch & Susquehanna: | | | | | |
| 1st Mortgage, w. g. fund | 450,000 | 6 J. & J. | 1878 | 78 | — |
| Wyoming Valley: | | | | | |
| 1st Mortgage | 650,000 | 6 J. & J. | 1878 | 85 | — |

CANAL AND NAVIGATION STOCKS.

| COMPANIES. | Par of Shares. | Amount of Stock. | Dividends. | Market Price. |
|--------------------------------|----------------|------------------|------------|---------------|
| | | | | |
| CANAL AND NAVIGATION STOCKS: | | | | |
| Chesapeake and Delaware | 100 | 1,343,563 | — | 70 |
| Chesapeake and Ohio | 100 | 8,223,595 | — | — |
| Delaware Division | 100 | 1,633,350 | — | 36 |
| Delaware and Hudson | 100 | 7,500,000 | 10 | 206 |
| Delaware and Baritan | 100 | 2,298,400 | 10 | — |
| Erie of Pennsylvania | 50 | 58,000 | — | — |
| Illinois and Michigan | 50 | 2,479,950 | 6 | 75 |
| Lehigh Navigation | 50 | 1,803,000 | 6 | — |
| Monongahela Navigation | 50 | 726,800 | 3 | — |
| Morris, (consolidated) | 100 | 1,025,000 | 5 | 98 |
| " (preferred) | 100 | 1,175,000 | 10 | 130 |
| North Branch | 100 | — | — | — |
| Sault Ste. Marie | 100 | — | — | — |
| Schenck Navigation (consolid.) | 50 | 1,932,457 | — | 32 |
| " (preferred) | 50 | 2,728,607 | — | 40 |
| Susquehanna and Tide Water | 50 | 2,048,260 | — | 14 |
| Union (preferred) | 50 | 2,750,000 | — | 3 |
| West Branch and Susquehanna | 100 | 1,000,000 | 6 | 136 |
| Wyoming Valley | 50 | 700,000 | 16 | 80 |

Wholesale Price Current.

| | |
|--|------------------------|
| The ton in all cases is to be 2240 lbs. | |
| IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb. | |
| Pig, Scotch, No. 1 (cash) | per ton 62 @ 64 |
| Pig, American, No. 1 | — 60 @ 62 |
| Bar, Swedes, assorted sizes (in gold) | — 92 50 |
| Bar, English, Refined | — 206 |
| Bar, English, common | — 175 |
| Band, English | — 230 |
| Horse Shoe | — 225 |
| Rods, English | — 206 |
| Hoop, English | — 230 |
| Nail Rod | per lb. 15 @ 17 |
| Sheet, Russia | per lb. 29 @ 32 |
| Sheet, English, Single, Double and Treble | — 12 @ 14 |
| STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val. | |
| English, Cast (1st & 2d qty.) | per lb. 30 @ 40 |
| English Spring (1st & 2d qty.) | — 17 @ 22 |
| English Blister (1st & 2d qty.) | — 22 @ 34 |
| English Machinery | — 24 @ 26 |
| American, Blister | — 16 @ 20 |
| American, Cast, Hammered | — 30 @ 33 |
| American, Cast, Rolled | — 18 @ 22 |
| American Spring | — 15 @ 20 |
| German | — 22 @ 25 |
| Milan (in bond) | — @ — |
| COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb. | |
| Sheathing, New (suits) | per lb. — @ 65 |
| Sheathing, &c. Old (cash) | — @ 41 |
| Sheathing, Yellow | — @ 50 |
| Pig, Chile | — @ — |
| Bolts | — @ 65 |
| Braziers' | — @ 65 |
| American Ingot (cash) | — 49 @ 50 |
| LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb. | |
| Galena | per 100 lb. 15 75 @ 16 |
| Spanish | — 15 50 @ 16 |
| German Refined | — 15 50 @ 16 |
| Eng. Ish. | — 15 50 @ 16 |
| Bar | per lb. — @ 18 |
| Pipe and Sheet | — @ 22 |
| TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb. | |
| Banco | per lb. — @ 76 |
| Straits | — 59 @ 60 |
| English | — @ 60 |
| Plates, Charcoal I. C. | per box 22 @ 22 50 |
| Plates, I. C. Ooke | — 17 @ 19 |
| Terne, Coke | — 16 @ 18 50 |
| Terne, Charcoal | — 18 @ 19 |
| NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash). | |
| Cut, 4d. @ 6d. | per 100 lb. 9 50 @ 10 |
| Clinch | — 10 50 @ 11 |
| Horse Shoe, Forged | per lb. 40 @ 45 |
| Wrought, English | — @ 70 |
| Assable Horse, Norway Iron, Forged | — @ 50 |
| Zinc Nails | (6 mos.) — @ 25 |
| INDIA RUBBER—Duty: 10 per cent. ad. val. | |
| Para, Fine | per lb. 1 15 @ — |
| Para, Coarse and Medium | — @ — |
| Carthagena, &c. | — 70 @ 72 |
| Guayaquil | — @ — |
| PETROLEUM—Duty: Crude, 10 cents; Refined, 30 cents per gallon. | |
| Crude, 40 @ 47 gravity | — 46 @ — |
| Ref'd, free, L.S. to pr. Wh. (110 @ 120 test) | — 88 @ 89 |
| Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test) | — 71 @ — |
| Naptha, Refined, (60 @ 63 gravity) | — 51 @ 52 |

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

| | Th 10 F. 11 | Sat. 12 M. 14 | Tu 15 W. 16 |
|-------------------------------|-------------|---------------|-------------|
| American Coal Co. | 82 | 80 | 80 |
| At. & Gt. W. (O) 1st m't | 96 | | |
| Buffalo, N. Y. & E., 1M | | 155 | 160 |
| California 7s | 35 | 35 | 34 1/2 |
| Canton Co. | 35 | | |
| Central Am. Transit. | 100 | | |
| Chicago & Alton | 88 1/2 | 90 | 89 |
| " " pref. | 92 | 92 1/2 | |
| " " 1 M. | 106 | | |
| " " Inc. b'ds | | | |
| Chicago, Burl. & Q. | 120 | 117 | 117 1/2 |
| " " S. p.c. | | | |
| Chic. & Northwest | 40 1/2 | 40 | 44 1/2 |
| " " pref. | 84 | 83 | 88 1/2 |
| " " 1st M. | 98 | 97 | 97 |
| " " 2d M. | | | |
| " " S. F. | | | |
| " " A. B. | | | |
| " " I. B. | | | |
| Chicago & Rock Isl. | 102 1/2 | 104 1/2 | 106 |
| " " 1st M. '70 | 104 1/2 | 106 | 106 1/2 |
| Clev., Col. and Cin. | 170 | 170 | |
| Clev. and Pittsburg | 105 | 106 1/2 | 107 1/2 |
| " " 1 M. | 106 | 104 1/2 | 106 1/2 |
| " " 2 M. | | | |
| " " 3 M. | | | |
| " " 4 M. | | | |
| Clev. and Toledo | 115 | 114 | 114 1/2 |
| " " S. F. 7 p.c. | 115 | 114 | 113 1/2 |
| Cumberland Coal, pref. 53 1/2 | 52 1/2 | 52 | 51 1/2 |
| Del. & Hudson Canal | 205 | 200 | 200 |
| Del., Lack. & West. | | | |
| " " 1M. S.p.c. '71-5 | 115 | 115 1/2 | |
| " " 2M. S.p.c. '81 | | | |
| Erie | 103 1/2 | 102 1/2 | 103 1/2 |
| " " pref. | 105 1/2 | | 104 |
| " " 1 M. 7 p.c. '87 | 106 | 106 | |
| " " 2 M. 7 p.c. '79 | | | |
| " " 3 M. 7 p.c. '85 | 117 | 117 | 117 |
| " " 4 M. 7 p.c. '80 | | | |
| " " 5 M. 7 p.c. '88 | | | |
| Galena and Chicago | | | |
| " " 1M. 7 p.c. '82 | | | |
| Hann. & St. Joseph | | | |
| " " pref. | | | |
| " " bonds | | | |
| Hudson River | 124 1/2 | 121 1/2 | 121 1/2 |
| " " scrip | | | |
| " " 1M. 7 p.c. '69 | | | 108 |
| " " 2M. S. F. | | | |
| " " 3M. 7 p.c. '75 | | | |
| " " conv. bonds | | | |
| Illinois Central | 129 1/2 | 130 | 128 1/2 |
| " " Can. b.d.s. | | | |
| " " bonds | 117 | | 118 1/2 |
| Marietta & Cin. 1st pref. | | | |
| " " 2d | | | |
| " " 1st mort. | | | |
| Mariposa Mining Co. | 87 1/2 | 88 1/2 | 87 1/2 |
| Michigan Central | 130 | 128 1/2 | 131 |
| " " S. F. S.p.c. '82 | | | |
| " " conv. S.p.c. '69 | 123 | 125 | 124 |
| M. S. and N. I. | 77 1/2 | 75 | 74 1/2 |
| " " guard. 145 | 140 | 140 | 145 |
| " " 1M. S. F. | | 108 1/2 | 108 |
| " " 2 M. | | | |
| Mill. and P. du Chien | 62 1/2 | 63 | 64 |
| " " 1st pref. | | | |
| " " 2d pref. | | | |
| " " 1st M. | | | |
| Minnesota Mining Co. | | | |
| Miss. & Mo. | 35 | 35 | |
| " " L.G. bonds | | 62 1/2 | |
| Missouri 6s | | 61 | 62 |
| " " 1st & H. & St. J. R. | | | 61 1/2 |
| " " Pacific | 67 | 67 | |
| New York Central | 126 1/2 | 126 1/2 | 127 |
| " " 7s, 1894 | | | |
| " " 7s, S. F. '76 | | | |
| " " 7s, conv. '76 | | | |
| " " 6s, S. F. '88, 108 | 108 | 108 | 109 |
| " " 6s, S. F. '87 | | | |
| N. York & Harlem | | | |
| " " pref. | | | |
| " " 1M. 7 p.c. '78 | | | |
| " " 2M. 7 p.c. '64 | | | |
| " " 3M. 7 p.c. '67 | | | |
| Ohio & Miss. cer. | 41 1/2 | 41 1/2 | 40 1/2 |
| " " pref. | | | |
| Pacific Mail S. S. Co. | | | 315 |
| Panama | 265 | | 315 |
| Penn'a Coal Co. | | | 315 |
| Phila. and Reading | 139 1/2 | 138 | 137 1/2 |
| Pitts. Ft. W. & Chicago | 106 | 106 1/2 | 110 |
| " " 1M. | 107 1/2 | 118 | 107 1/2 |
| " " 2M. 104 1/2 | 104 | | 103 1/2 |
| " " 3M. | | 93 | |
| Quicksilver Mining Co. | 84 1/2 | 85 | 87 |
| St. L., Alton & T. H. | | 85 | 86 |
| " " pref. | 76 | 76 | 76 1/2 |
| " " 1M. pref. | | 102 | 102 1/2 |
| " " 2M. pref. | | | 86 |
| " " Inc. b'ds | | | |
| Tennessee 6s, 1890 | | | 56 1/2 |
| Toledo & Wabash | | | |
| " " Pref. | 70 | | |
| " " 1M. | | 100 | |
| " " 1M. ex. | | | 100 |
| " " 2M. | | | |
| " " Int. b'ds | | | |
| Virginia 6s | | | |

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16.

| Federal Stocks: | | | | | |
|--------------------------|-----|-----|-----|-----|-----|
| U. S. 5s, 1871, reg. | 99 | --- | --- | --- | --- |
| U. S. 5s, 1871, coup. | 98 | --- | --- | --- | --- |
| U. S. 5s, 1874, reg. | 98 | --- | --- | --- | --- |
| U. S. 5s, 1874, coup. | 98 | --- | --- | --- | --- |
| U. S. 5s, 1865, coup. | --- | --- | --- | --- | --- |
| U. S. 5s, 10-40s, coup. | 94 | 95 | 94 | 95 | 96 |
| U. S. 5s, 10-40s, reg. | 93 | --- | --- | --- | --- |
| U. S. 6s, 1881, reg. | --- | --- | --- | 110 | --- |
| U. S. 6s, 1881, coup. | 107 | 107 | 107 | 109 | 111 |
| U. S. 6s, 181, O.W.Ly. | --- | --- | --- | --- | --- |
| U. S. 6s, 1881, " 47 | --- | --- | --- | --- | --- |
| U. S. 6s, 1867, reg. | 123 | 120 | 122 | 122 | --- |
| U. S. 6s, 1868, reg. | --- | --- | --- | --- | --- |
| U. S. 6s, 1868, coup. | --- | --- | --- | 118 | --- |
| U. S. 6s, 1 year certif. | 95 | 95 | 96 | 96 | 96 |
| U. S. 6s, 5-20s, coupon | 101 | 101 | 102 | 103 | 104 |
| U. S. 6s, 5-20s, new | 101 | 102 | 101 | 102 | 104 |
| U. S. 6s, " reg. | 100 | 100 | 101 | 103 | 103 |
| 7.30 Notes, Feb. & Aug. | --- | --- | --- | --- | --- |
| " " Apr. & Oct. 103 | 108 | 110 | 118 | 124 | 115 |
| American Gold | 240 | 239 | 242 | 244 | 237 |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

W. 9. Th. 10. F. 11. Sat. 12. M. 14. Tu. 15.

| | | | | | |
|---------------------------|-----|-----|-----|-----|-----|
| Beaver Meadow | --- | --- | --- | --- | --- |
| Cattawissa | --- | --- | --- | --- | --- |
| " preferred | 39 | 40 | 40 | 40 | 40 |
| Camden & Amboy | 160 | 160 | 160 | --- | --- |
| " " 6s, '67 | --- | --- | --- | --- | --- |
| " " 6s, '70 | --- | --- | --- | --- | --- |
| " " 6s, '75, 102 | --- | --- | --- | --- | --- |
| " " 6s, '83 | --- | --- | --- | --- | 102 |
| " " 6s, '89 | --- | --- | --- | --- | 102 |
| " mort. 6s, '89, 108 | 108 | 108 | 108 | --- | --- |
| Ches. & Del. Canal 6s '86 | --- | --- | --- | --- | --- |
| Del. Div. Canal | 36 | 36 | 36 | 36 | 36 |
| Elmira & Wmport | --- | --- | --- | --- | 32 |
| " " pref. | --- | --- | --- | --- | 107 |
| " " 7s | --- | --- | --- | --- | --- |
| Harrisburg | --- | --- | --- | --- | --- |
| Lehigh Navigation | --- | 75 | --- | --- | --- |
| Lehigh Valley R. R. | 84 | --- | 83 | --- | --- |
| " " 6s | --- | --- | 105 | --- | --- |
| Little Schuylkill R. R. | 46 | 45 | 45 | 45 | --- |
| " " 7s | --- | --- | --- | --- | --- |
| Long Island | --- | --- | --- | --- | --- |
| " " 6s | --- | --- | --- | --- | --- |
| Minehill | 60 | --- | 60 | --- | --- |
| Morris Canal | 97 | 97 | 98 | 95 | 90 |
| " " pref. | --- | --- | --- | --- | --- |
| " " 6s, '76 | --- | --- | 97 | --- | --- |
| North Pennsylvania | 33 | 32 | --- | 32 | --- |
| " " 6s | --- | --- | --- | 100 | --- |
| " " 10s | --- | --- | --- | --- | --- |
| Northern Central | --- | --- | 53 | --- | --- |
| Pennsylvania R. R. | 67 | 63 | 68 | 67 | 66 |
| " " 1st m. | 114 | --- | --- | --- | --- |
| " " 2d m. | --- | 108 | 108 | --- | --- |
| Penn. State, 5s | 94 | 94 | --- | 95 | --- |
| " " 6s, coupon | 99 | --- | --- | --- | --- |
| " " 6s, W. L. | --- | --- | 104 | --- | --- |
| Philadelphia City, 6s | 100 | --- | --- | 99 | --- |
| " " new, 102 | --- | 101 | 102 | 101 | 101 |
| Philad. Germ. & Nor. | --- | 59 | 55 | 59 | 59 |
| Phila. & Reading | 69 | 69 | 69 | 68 | 68 |
| " " 6s, '86 | --- | --- | --- | --- | --- |
| " " 6s, '70, 101 | --- | --- | --- | 103 | --- |
| Philadelphia & Erie | --- | --- | 32 | 32 | --- |
| " " 6s, 105 | --- | --- | --- | 105 | --- |
| Philad. & Sunbury, 7s | --- | --- | --- | --- | --- |
| Schuylkill Navigation | 33 | --- | --- | --- | --- |
| " " pref. 40 | 40 | --- | --- | 40 | 40 |
| " " 6s, '82 | --- | 88 | 88 | --- | --- |
| " " 6s, '76 | --- | --- | --- | --- | --- |
| " " 6s, '72 | --- | --- | --- | --- | --- |
| Sunbury and Erie, 7s | --- | 106 | 106 | --- | --- |
| Susq. Canal | 15 | 14 | 14 | 14 | --- |
| " " 6s, '78 | --- | 60 | --- | --- | --- |
| Union Canal, pref. | 3 | --- | --- | --- | 3 |
| " " 6s, '88 | 19 | --- | 10 | 19 | --- |
| West Br. Canal 6s '78 | --- | --- | --- | --- | --- |
| Wyoming Valley Canal | --- | --- | --- | --- | --- |
| " bonds | --- | --- | --- | --- | --- |
| Arch street, (Horse) 16 | --- | --- | --- | --- | --- |
| Chestnut & Wal. | --- | 48 | --- | --- | --- |
| Green & Coates | --- | 29 | --- | --- | --- |
| Race and Vine | --- | --- | --- | --- | --- |
| 2d and 3d streets | --- | --- | 70 | --- | --- |
| Spruce & Pine | --- | --- | --- | --- | --- |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 15.

W. 9. Th. 10. F. 11. Sat. 12. M. 14. Tu. 15.

| | | | | | |
|-------------------------|-----|-----|-----|-----|-----|
| Baltimore City 6s, 1875 | 109 | 109 | --- | 109 | --- |
| " " 1880, 100 | --- | --- | --- | --- | --- |
| " " 1870 | --- | --- | --- | 105 | --- |
| " " 1890 | --- | 111 | --- | 111 | 109 |
| Balt. and Ohio | 113 | --- | 113 | --- | --- |
| " " b'ds, '62 | --- | --- | --- | --- | --- |
| " " " '67 | --- | --- | --- | --- | --- |
| " " " '75 | --- | --- | --- | --- | --- |
| " " " '80 | --- | 110 | --- | --- | --- |
| " " " '85 | --- | 110 | --- | --- | --- |
| Northern Central | --- | --- | --- | --- | --- |
| " " b'ds, '85 | --- | 101 | --- | --- | --- |
| " " " '95 | --- | --- | --- | --- | --- |

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 16.

Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16.

| | | | | | |
|------------------------|-----|-----|-----|-----|-----|
| Boston and Lowell | --- | --- | --- | --- | 104 |
| Boston and Maine | --- | --- | --- | --- | 130 |
| Boston and Providence | 142 | --- | 141 | --- | --- |
| Boston and Worcester | 143 | 144 | 144 | --- | 144 |
| Cheshire, pref. | --- | 52 | 52 | 52 | --- |
| Concord | --- | 61 | 60 | --- | 61 |
| Connecticut River | --- | --- | --- | --- | --- |
| Eastern, Mass. | 106 | 106 | 104 | --- | 104 |
| Eastern, N. H. | --- | --- | --- | --- | --- |
| Fitchburg | 120 | --- | --- | --- | 110 |
| Manchester & Lowell | --- | --- | 112 | --- | 113 |
| Michigan Central | 121 | --- | --- | --- | --- |
| Northern, N. H. | --- | --- | --- | --- | --- |
| Old Colony and Fall R. | 127 | --- | --- | --- | --- |
| Ph. W. & Baltimore | 66 | 66 | 67 | 68 | 68 |
| Port & Saco & Ports | --- | --- | 110 | 109 | --- |
| Vermont & Canada | 112 | --- | --- | --- | 112 |
| Vermont & Mass. | 38 | 38 | --- | 39 | 39 |
| Western | --- | 151 | 151 | --- | --- |
| Broadway (Horse) | --- | --- | --- | --- | --- |
| Cambridge | 103 | 103 | --- | 103 | 103 |
| Metropolitan | 56 | 57 | --- | --- | 56 |
| Middlesex | --- | --- | 62 | --- | 62 |
| Central Mining Co. | --- | --- | --- | --- | --- |
| Franklin | 50 | 50 | 50 | 50 | 50 |
| Idle Royale | --- | 22 | --- | --- | 20 |
| National | --- | --- | --- | --- | --- |
| Minnesota | --- | 30 | 30 | --- | 30 |
| Pewabic | 55 | 57 | --- | 56 | 57 |
| Pittsburg | --- | --- | --- | 84 | --- |
| Quincy | 95 | 94 | --- | --- | 95 |
| Rockland | --- | --- | --- | --- | --- |

London Stock Exchange.

The following were the closing prices for American Securities on the 5th of November:

| | | | |
|--|-----|-----|-----|
| Maryland 5s | 65 | to | 68 |
| United States 6s, 1881 | 48 | " | 44 |
| Do. 5s, 1874 | 48 | " | 50 |
| Virginia State 5s | 46 | " | 48 |
| Do. 6 per cent. | 27 | " | 29 |
| Atlantic and Great Western, | --- | --- | --- |
| N. Y. sec., 1st mort., 1880, 7 per cent. | 69 | " | 71 |
| Do. 2d mort., 1881 | 64 | " | 65 |
| Pennsylvania, 1st mort., 1877 | 69 | " | 71 |
| Do. 2d mort., 1882 | 64 | " | 66 |
| Erie shares, \$100 (all paid) | 41 | " | 42 |
| Do. 7s, preference | 40 | " | 42 |
| Do. 7s, 1st mort., 1887 | 55 | " | 60 |
| Do. 7s, 2d mort., 1879 | 55 | " | 60 |
| Do. 7s, 3d mort., 1883 | 54 | " | 58 |
| Do. 7s, 4th mort. | 48 | " | 52 |
| Do. 7s, 5th mort. | 47 | " | 52 |
| Illinois Central 6s, 1875 | 72 | " | 76 |
| Illinois Central 7s, 1875 | 55 | " | 60 |
| Do. do. \$100 shares, \$90 paid, dis. | 43 | " | 42 |
| Do. do. \$100 shares, all paid | 52 | " | 53 |
| Marietta and Cincinnati Railroad Bonds | 69 | " | 71 |
| Michigan Central 8s, Convertible, 1869 | 63 | " | 68 |
| Do. do. S. F. 1st mort., do. '82, x. c. | 60 | " | 66 |
| Michigan S. and N. Indiana 7s, S. F., 1885 | 50 | " | 55 |
| Do. do. do. \$100 shares | 53 | " | 55 |
| New York Central 6s, S. F., 1883 | 60 | " | 65 |
| Do. do. 7s, 1864 | 60 | " | 65 |
| Do. do. 7s, S. F., 1876 | 60 | " | 65 |
| Do. do. 7s, Convertible, 1876 | 50 | " | 55 |
| Do. do. \$100 shares | 55 | " | 60 |
| Panama, 1st mortgage 7s, 1865 | 100 | " | 102 |
| Do. 2d mortgage 7s, 1872 | 100 | " | 102 |
| Pennsylvania, 1st mort., 6s, Convertible | 80 | " | 82 |
| Do. 2d mort., 6s, do. | 79 | " | 81 |
| Do. \$50 shares | 25 | " | 30 |
| Philadelphia and Reading, \$50 shares | 30 | " | 35 |

American Railroad Journal.

Saturday, November 19, 1864.

Stock Exchange and Money Market.

In a recent speech of the late Secretary of the Treasury delivered in the city of St. Louis, that gentleman gave his auditory a brief exposition of greenbacks, and his own policy with regard to their issue and their relations of value to the other currency of the country. Our readers will have noticed that from time to time we have given the late Secretary our cordial support to that part of his system which gave us for the first time a National currency, and which was a necessity of the occasion for which no other plan could have been substituted with the least hope of success. It was indispensable for the safety of the country and the preservation of the National life that money in very large amounts should be had on the asking, to prevent the success of the insur-

gents who had the immense advantage as it appeared at the time, of having on hand cotton enough to secure the payment of any debts they chose to contract, being an article with a universal market, and without which the world could scarcely get on. It was necessary for the loyal States to equip fleets and raise armies on a vast scale without delay, to cope with an enemy long in preparation for its revolt, and the money had to be forthcoming at once, for delay might be ruin. It was at this moment there was but this alternative, to borrow money wherever it could be had at any price, or to assume the sovereign power of the Nation to create its own money and make use of that. On the first of January, 1860, as appears by official returns, the circulation of all the banks in the country was \$207,000,000, all they could find room for with safety or profit, and to redeem this they had but \$83,000,000 of specie in their vaults. None but an insane man, none but the stupidest of Secretaries would have looked to any such limited and uncertain source as this to carry on a great war. It was madness to think of it. Mr. Chase with a grasp of mind equal to the greatness of the crisis took the only true course, to borrow of the people on their own obligations based on their indisputable ability and resources to meet these National engagements. This was the origin of what is called a greenback, the most popular form of currency we have ever had. But let him speak for himself. In a late address to the people of St. Louis he said:

I have been called the father of greenbacks. You are the fathers of greenbacks. What is a greenback? Why, it is simply the credit of this great American people put in the form of money, to circulate among the very people whose credit makes it worth anything. When I was Secretary of the Treasury, the question arose, how should these vast armies and navies be supplied? How should the boys be fed in the field, the sailors in ships, and provision made for their support, their clothing, their food and transportation? I found the banks of the country had suspended specie payment. What was I to do? The banks wanted me to borrow their credit or pay them interest in gold upon their credit. They did not pay any gold, or propose to pay any themselves, but they wanted me to borrow their notes. I said, 'No gentlemen, this great American people is worth all of you put together, and I will take the credit of these people and cut it up in the form of little bits of paper, and we will circulate that paper, and we will receive that paper for bonds, upon which we will punctually pay the interest in gold, and then, in order that the national currency might be permanent and that nobody could have just cause to complain, I called the national banking system into existence, and pledged every bank to redeem its currency in greenbacks, and the Government pledged that every dollar should be redeemed in the end—the securities to be pledged and provided—that in the end everything should be made equivalent to gold.'

"This is the true idea of a greenback. It is the credit and property of the American people; made to serve the purpose of money in the midst of a great strife, when we must have everything we can get. And fellow citizens, in my humble judgment, if out of this war this national currency comes as is provided for in our platform, so that no Western farmer or merchant will be obliged to pay any tribute to the East in his exchange, [applause] so that we shall not lose upon exchange so large a profit upon our industry; so that the laborer receiving his dollar or two dollars, or a dozen dollars, at the night or week's end, shall be perfectly sure that it will not turn to dust and ashes before the morning sun rises. I say if we can get such a sound currency as this,

then this country will not, at least, have been without one of the collateral benefits of this war; if you can take your money on the Atlantic, and go to the Pacific, and pay your bills all the way, without having to change the currency at every tavern you stop at. * * * I say if the Government is administered as it should be, with proper vigor and economy every dollar in greenbacks will be as good as a dollar in gold. Why, eight months ago, if I could have met with the assurance that I would not have been troubled with any other issues—if I could have been assured that there should be no trouble from any unauthorized currency, unauthorized by any but the nation itself—I would have undertaken to resume specie payments in a week, if anybody wanted it, and I say, now, if the war is prosecuted as it ought to be, and the Government is administered with the economy and prudence that I trust it will be, then there is no more danger of that currency than there is that the American people will fail."

Now it has been too much the practice of a large class of writers, even those friendly to the Government, to keep up a constant fire on the Treasury department for the issue and use of this currency, and to attribute the price of gold to this as the chief cause of the high rates it brings in paper.

We have taken we think a juster view of the subject. We have all along contended, and still contend that the inflation is much more fairly chargeable to the local banks themselves. We have in many previous articles shown how vastly disproportionate the issues of the New England, Pennsylvania and the Western State banks have been to their specie not only, but their capital. Yet these commercial writers never think of censuring these banks, nor do they perceive that their inflation is not only one of their own currency, but of everything else they can pass as money. We may safely say that most of them have loaned their capital stock, their bills, and their deposits, and have nothing to fall back on but very limited sums of specie, and assets which if this day were to be suddenly converted into gold, would leave them bankrupts by hundreds of millions. These very banks would in fact be bankrupt to-day, if it were not for the legal tenders, the very currency they are continually assailing, and of which they could not now obtain enough to redeem their own circulation if they tried the experiment.

It is well known in this very city where the local banks have made the greatest outrages against the Government issues, they have had frequently to ask delay from their customers, being unable to redeem their bills and deposits even in legal tenders.

So that if the policy of these banks had been adopted by Mr. Chase, all these miserable results would have surely followed. 1st. If the Government had sold its stocks in the market for what they would bring, they would have been sold far below par, and would not after all been paid in gold, for there was not a hundred millions in the power of all the banks together.

Next, the Government would have been paid in notes, which could not have been redeemed in specie, would not have been current beyond the localities where they were issued, would not have been acceptable to our army or navy, or to contractors, would have been transferable only at a heavy discount for other paper current at the place where it was disbursed, which was no better in fact, and would have cost the Government a

large sum in interest, for their use, though absolutely of no real tangible value.

Beyond all question, therefore, the policy of the Treasury was the very best the time or the circumstances permitted, and if it had taken the other course the people would have had to pay 6, and even a higher interest to these suspended banks for the use of their paper which they could not redeem!

We go further, we say, that but for the existence of these so much abused greenbacks, abused only by the ignorant and unreflecting class of people we have alluded to, the banks in the loyal States would at this day have ceased to exist. They could not, and now cannot redeem their bills in coin as they have promised to do. Their only escape would have been the passage of relief and stay laws, entirely unconstitutional, and these have in the end proved but a temporary support. Now there being a legal tender currency, they can turn to that and so escape the stringency of those State laws, which if put into effect would break the whole of them. They could well afford to go on their knees and ask pardon for their abuse of the system, which has not only saved the country but saved them.

If by an act of Congress the legal tenders should be declared legal tenders no longer after the 1st of January, as many writers would recommend, but that after that period they would only be received as payment of a new public security, the banks would go down with a general crash; for it would be impossible to redeem their circulation in specie, and the legal tenders would no longer be within their reach. On the contrary, whenever the Government is able to redeem its legal tenders in gold, or receive them as gold at the Custom House, the banks will owe their salvation to the amounts they may happen to have accumulated.

Again it would be far better for the Country to have the Bank circulation now nearly as large as that of the Government currency, entirely withdrawn and cancelled, and retain the legal tenders. This would give us a truly uniform currency of positive value, such as the Banks can never give.

We therefore conclude that this clamor against the Treasury would be better turned against the Banks, who in 1862, by our latest official report on this subject, had loaned and discounted to make money for themselves and not to help the war, the enormous sum of \$606,688,715, a larger sum by a hundred and fifty millions or thereabouts than the Government has inflated the country with in the shape of legal tenders. Not one word of censure for these institutions! No fears for them on the part of the sympathizers and patriots who can see and favor only one side of the question, and that is secession, when in truth the war, and the cause, and the local Banks themselves owe their present hopeful appearance to those very despised greenbacks. We speak strongly on this subject. We admit inflation and its injurious effects, but we lay it mainly to the charge of our old banking system, and to the immense spread of their business, without a single other motive than to make money. They are to blame and not the Government who did right to use its own credit, rather than pay for the use of that of suspended and doubtful banks, and by doing so have passed the crisis safely, and will come out stronger

and more splendidly than they could have, by any other course.

The Stock Market has continued to wear a quiet aspect with but little tendency to change. The Railways are not making as large gains as usual, some of them even among the most prosperous, not earning enough to make much more than the interest on their bonded indebtedness, at least such are the statements in quarters likely to be well informed. The enormous prices they are compelled to pay for wages, materials, labor, &c., making a sensible difference in their footings.

Governments on the contrary have been firm, and with a tendency to rise as will be seen by our report in another place. There has been considerable speculation in the 7-30s under the impression that they would in some way or other be yet receivable for dues at the Custom House, but we believe there is neither authority for such expectation, nor a disposition in the Treasury department to change their present well understood character.

Gold opened on Thursday at 229, fell to 218 $\frac{1}{4}$, and closed at 221 $\frac{3}{8}$.

It is understood that some of the heaviest operators have been caught within the last week, and have been unable to respond to their contracts. It is very expensive business to carry gold just now, and those parties who undertake to do it for their customers, show them little mercy when these get into a corner. The disputes which are continually going on between outside operators and their brokers about margins, sharp practice, and fictitious accounts of sales are of constant occurrence, and now and then become public through the courts of law. It is supposed that the Government will no longer offer any gold bearing securities, as there is no further occasion for them, and it is the part of prudence not to rely on the customs receipts for gold beyond a certain limit. And though there is a large surplus on hand, it is thought best not to calculate on a prospective increase beyond the average of the receipts of the two last years. The recent Presidential election has had a prodigious influence on the mind of the people of the Country, showing them they were more united and more decided than they themselves supposed. It is a positive and final decision that the Union is to be preserved at all hazards, and that all our means and power are to be used for the maintenance of our institution, and the performance of our obligations.

This will be equally apparent in Europe, and also have an immense effect on its future treatment of the American question, and give animation to the further inquiry after American securities. Our foreign relations must hereafter assume a much more friendly aspect.

We have not yet observed any attempt to disturb the market with the idea of difficulties with Brazil on account of the capture of the Florida. We do not think there will be any, for the Secretary of State has the credit of being very adroit in the arrangement of all such matters. If our Government chooses to defend the capture of the Pirate, it has only to plead the example of England in many memorable instances, and to repeated declarations that it would not respect neutrality if it became dangerous to herself. Money is reported to be easy, so easy that the Government is urged to come out with another loan.

The financial crisis in England is evidently not

yet over. The failures continue on a large scale and gold is higher in London than in the French Capital and commercial cities of Germany. Bank interest also keeps up to 9 per cent. It is also conceded that there will be a large surplus of cotton on hand the present year, so much so that the price must decline. This apprehension affects the credit of a large number of foreign houses which have thus far been able to maintain themselves.

The exports from New York for the week ending November 14, were \$3,929,161 against \$2,311,932 in 1863, and \$3,780,451 in 1862. The shipments of specie since January 1, have been \$40,953,852. The exports since January 1, have been \$188,949,822 against \$151,324,367, in 1863, an increase of \$37,625,455. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to November 12, was \$61,521,227.

The value of foreign goods imported into the port of Boston for the week ending November 11, was \$257,435, against \$641,976 for the corresponding week in 1863. The exports were \$567,389 against \$275,197 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at \$204,681.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New York State 6s, 1877, 119; North Carolina 6s, 53; Illinois coupon bonds, 1877, 101½; Ohio 6s, 1881, 107; Milwaukee and St. Paul 1st mort., 93½; Mariposa 1st mort., 96; Second Avenue R. R., 65; Long Island R. R., 98; Stonington R. R., 130; Wyoming Valley Coal, 53; Ashburton Coal, 19; Quartz Hill Gold, 6; Copake Iron, 3¾; Atlantic M. S. S. Co., 181; Bank of Commerce, 105½; Shoe and Leather Bank, 100; Central National Bank, 100; Union Bank, 110; Bank of Republic, 102; Am. Ex. Bank 118; City Bank, 155; 4th National Bank, 94; Merchants Ex. Bank, 98; Continental Bank, 99.

Philadelphia.—Elmira Chattel 10s, 77; Phila., Wil. and Baltimore, 64; Schuylkill Nav. Boat Loan, 94; Reading mort., 6s, 1844-'80 105; Morris Canal 2d mort., 97½; 10th and 11th streets R. R., 46; 5th and 6th streets, 61; Feeder Dam Oil, 1; Allegheny River, 1½; Tarr Home, 6; Hibbard, 3½; Egbert, 5; Walnut Island, 2¼; Noble and Delamater, 9½; Excelsior, 2; Rock, 5¾; Bruner, 2½; Dalzell, 9¾; Oil Creek, 6½; Irwin, 8½; Curtin, 10½; Germania, 1¼; Corn Pl., 9; Mineral, 3; Caldwell, 6½; Organic, 1½; Big Tank, 3; Phila. and Oil Creek, 1½; Penna. and Oil Creek, 6½; Continental, 2½; Union Petroleum, 2½; Venango, ¾; Eldorado, 2½; Pope Farm, 1½; Petroleum Centre, 4¼; Schuylkill and Oil Creek, 4¾; McElheny, 6½; Briggs, 4¼; Seneca, 4; Maple Shade, 43; Densmore, 8¾; McClintock, 6½; Cherry Run, 11; Bull Creek, 4¾; St. Nicholas, 5½; Keystone, 2½; Story Farm, 3; Howe's Eddy, 1; Great Basin, 3¾; Logan, 1; Hyde Farm, 8¼; Shamokin Coal, 14; Big Mt. Coal, 6½; Preston, 85; Hazleton, 75; Fulton, 8½; Swatara Falls, 10¼; Monocacy Iron, 10¾; Penn Mining, 22; Green Mt., 5; Etna, 12½; Girard Bank, 50; Manuf. and Mech. Bank, 30; Farmers' and Mechanics' Bank, 140; Philadelphia Bank, 160; Commercial Bank, 58.

The latest quotations are: City 6s, 100¼@100½; do., new, 101½@102; State 5s, 95@95½; do., coupon, 95½@95¾; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 68½; Reading, 67¾@67½; do., 6s, 1870, 102@103; do., 1886, 133@134; Camden and Amboy, 151@152; Pennsylvania R.R., 65@65½; do., 1st mort., 112@114; do., 2d mort., 108@109; Little Schuylkill R. R., 45¼@45½; Morris Canal, 98@99; do., pref., 130@135; do., bonds, 101@103; Wyoming Valley Canal, 80@83; do., 6s, 95@100; Susquehanna Canal, 13½@14; do., 6s, 60@61; Sch. Nav., 32½@33; do., pref., 39@40; do., 6s, 1882, 88@89; Union Canal bonds, 19@19½; Delaware Div. Canal, 36½@36¾; do., bonds, 95@99; Elmira and Williamsport, 34@36; do., pref., 51@51½; do., 7s, 1873, 105@108; do., Chattel 10s, 76@78; Beaver Meadow, 75@87; Long Island R. R., 47@49; Lehigh Coal and Navigation, 76@76½; North Pennsylvania, 30@32; do., 6s, 100@100½; do., 10s, 118@120½; Philadelphia and Erie, 30@31½; do., 6s, 105@106; Minehill, 60½@61; Catawissa, 16½@18; do., pref., 37¾@39½; Lehigh Valley, 80@82½; do., bonds, 104¾@105; Fifth and Sixth streets, (horse), 60¾@61; Second and Third, 69½@69¾; Race and Vine, 10@17; West Philadelphia, 64@65; Spruce and Pine, 34½@35; Green and Coates, 29@29; Chestnut and Walnut, 49@50; Arch, 14@16; Thirteenth and Fifteenth, 25@30; Girard College, 26½@28; Tenth and Eleventh, 46@50; Norristown, 59½@60.

Boston.—Vermont Central 1st mort., 79; do., 2d mort., 20; Rutland and Burlington 1st mort., 68; do., 2d 22½; Northern (Ogdensburg) 2d mort., 25¼; Western R. R. 6s, 108; Boston and Lowell R. R. 6s, 1879, 102; Essex R. R. 6s, 92½; Cheshire R. R. 6s, 58; Union R. R., 104; Worcester and Nashua R. R., 95½; Bear Valley and Summit Br., 19; Boston, Hartford and Erie R. R., 29½; do., 7s, 100; Conn. and Pas. Riv. R. R., 67; Maine 6s, 1880, 99½; Rhode Island 6s, 1882, 100; Massachusetts 5s, 1893, 115; Dorchester 5½s, 98¼; Augusta 6s, 1870, 100; Bath 6s, 1891, 95¼; Boston 5s, 1883, 115; Salem 5s, 1881, 100; Boston Water Power Co., 29½; Union S. S. Co., 129½; Mammoth Vein Coal, 42½; Franklin Coal, 59½; Richmond Coal, 39; Gilberton Coal, 74¼; Continental Bank, 100; Merchants Bank, 100½; Shawmut Bank, 100; Bank of Commerce, 104; Hide and Leather Bank, 112½; Globe Bank, 127½; Bank of Republic, 100½; Tremont Bank, 114½; Fanuel Hall Bank, 126; Eliot Bank, 100; Traders Bank, 91¼; Acton Mining Co., 1¾; Albany and Boston, 27; Bay State, 23; Brome, 1½; Bedford, 75c; Canada, 1½; Copper Falls, 81¾; Concord, 5½; Canada Lead, 2¼; Dudley, 4; Eagle River, 4½; Great Western, 2; Great Basin, Oil, 3½; Hancock, 10¾; Hanover, 3¼; Huron, 45; Humbolt, 9¾; Manhattan, 7½; Menard, 8½; Ottawa, 40c; Phoenix, 20¼; Star, 8¾; South Side, 3¾; Stafford, 50c; St. Clair, 9½; Toltec, 2¼; Tremont, 3¼; Wickham, 40c; West Minnesota, 2¾; Winthrop, 4.

Baltimore.—Marietta and Cincinnati bonds, 99; City Passenger R. R., 17; Bare Hill, 3.30; Santa Clara, 27; Am. Gas Coal, 2.45; Penn Oil, 2.95; Atlantic Coal, 1.55; Mineral Hill, 2.15; Balt. Chrome, 1.70; Md. Anthracite Coal, 49; George's Creek, 125; Springfield, 1.40; Bank of Commerce, 23; Marine Bank, 3½; Peoples Bank, 17½. The latest quotations are: Balt. and Ohio, 112½@114;

do., 6s, 1867, 101@102; do., 1875, 104½@111; do., 1880, 108@110½; do., 1885, 108@110; Northern Central, 51½@55; do., bonds, 1885, 101@104; N. W. Va., 10@12; do., 1st mort., 108@112; do., 2d mort., 102@105; do., 3d mort., 23@35; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 97½@99; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 84¼@85; do., guar., 112¾@113; Maryland 5s, coupon, 1870, 112@114; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 104½@106; do., 1873, 109@110; do., 1875, 108@109; do., 1886, 109@109½; do., 1890, 110¼@111; do., coupon, 109@109½; do., 5s, 1838-'70, 90@95; City Passenger R. R., 17½@18; Canton Co. 32@35; Gardner, 0.70@0.90; Gas Coal, 2.25@2.45; Maryland, 0.60@0.75; North State, 15@20; Springfield, 1.45@1.60; George's Creek, 125@135; Santa Clara, 25½@29; Balt. and North Carolina, .20@.30; Balt. Chrome, 1.65@1.70; Bare Hill, 3.20@3.50; Atlantic Coal, 1.45@1.50; Mineral Hill, 2.10@2.20; Baltimore Coal, 100.

Interesting and Important Decision.

The case of Mr. Hamilton E. Towle vs. The Steamship Great Eastern, was decided a few days since in the United States District Court in this city by Justice Shipman, who awarded the plaintiff \$15,000 for his services in saving that vessel while at sea in a storm with her rudder disabled, and in danger of a total loss. We shall take an early opportunity of publishing the opinion in the case as it has appeared in some of the daily newspapers, since it affords another striking instance of the skill of our American engineers, and the fertility of their genius in cases of difficulty and danger.

What gives particular interest to the transaction is the fact, that an unhandsome attempt was made to deprive Mr. Towle of the honor of his success, and although the grateful passengers on board at once presented him with a very valuable gold chronometer, neither the captain of the ship or his owners were willing to admit that it was saved by his exertions. The regular engineers on board were totally unable to do anything of an effective character, but were actually proceeding to perform an operation which would have sent the rudder to the bottom of the ocean. Mr. Towle prevented this by a timely admonition of the danger, and when reluctantly permitted to try his own method fully attained his purpose, and the ship was saved. The lucid exposition of the case by Justice Shipman is another evidence of the great learning and ability for which our admiralty Courts are already distinguished.

We publish elsewhere the business card of MESSRS. BETTS & DENSLOW, Bankers and Brokers, No. 24 William street. We have been referred to their friends, A. B. Baylis, Whitehouse, Morrison & Co., W. B. Clerke, and C. A. Meigs & Son, as to their standing and character, and we learn on inquiry that they have every claim to that full share of business which talent, experience and capital deserve.

The Adirondac Company invite proposals for \$1,000,000 seven per cent. mortgage bonds. Bids will be received until the 30th inst. The office of the company is at 13 William street.

Railroad Earnings--Monthly.

The approximate earnings of the Pittsburg, Ft. Wayne and Chicago Railway Company during the month of October, compared with the same period last year, were as follows, viz:

| | 1864. | 1863. |
|-----------------------|--------------|--------------|
| Freight | \$418,088 93 | \$324,334 67 |
| Passengers | 315,302 76 | 162,422 01 |
| Express matter | 5,200 20 | 2,700 00 |
| Mails | 7,825 00 | 7,825 00 |
| Rent of railway | 7,083 33 | 7,083 33 |
| Miscellaneous | 5,360 00 | 1,449 41 |

| | | |
|------------------------------|----------------|----------------|
| Total | \$758,860 02 | \$505,814 42 |
| Increase | | \$253,045 60 |
| From Jan. 1 to Oct. 31 | \$5,592,378 43 | \$4,178,992 45 |

The traffic receipts of the European and North American Railway for the month of Oct., 1864, compared with the corresponding month last year, is as follows:

| | 1864. | 1863. |
|--------------------------|------------|------------|
| Passengers | \$5,924 36 | \$6,135 34 |
| Freight | 6,104 69 | 6,827 95 |
| Mails and Sundries | 816 00 | 496 90 |

| | | |
|----------------|-------------|-------------|
| Total | \$12,845 05 | \$13,460 19 |
| Decrease | | \$615 14 |

The earnings of the Dubuque and Sioux City Railroad Company for the month of Oct., 1864, were.....\$46,714 46
Corresponding month of previous year 39,493 62

Increase

The earnings from Jan. 1 to Oct. 31, 1864, inclusive, were \$299,755 38; same period, 1863, \$212,948 56; increase, \$86,806 82.

The earnings of the New Brunswick and Canada Railway for the month of October were \$3,850 97
Corresponding month of 1863..... 4,688 96

Decrease

The earnings of the Cleveland and Pittsburg Railroad for the month of October were \$248,292
Corresponding month of 1863..... 180,246

Increase

The earnings of the Erie Railway for the month of Oct., 1864, were.....\$1,202,568 84
Corresponding month last year..... 965,294 61

Increase

The business of the Illinois Central Railroad for the month of October, 1864:

LAND DEPARTMENT.

| | | |
|-------------------------------------|-----------|------------------|
| Acres construction lands sold | 13,283.88 | for \$154,263 85 |
| Acres Interest Fund Land sold | 764.06 | " 11,025 26 |
| Acres Free Lands sold.. | 3,108.61 | " 40,096 88 |

Total sales during month of Oct. 1864

To which add town lot sales

Total of all

Acres sold since Jan. 1, 1864

Cash collected in October

TRAFFIC DEPARTMENT.

| | |
|--------------------------------|--------------|
| Receipts from passengers | \$239,158 18 |
| " freight | 408,782 62 |
| " mails | 6,358 33 |
| " rent of road | 4,000 00 |
| " other sources | 6,000 00 |

Total receipts in month of Oct., 1864.....\$664,299 13

Total receipts in month of Oct., 1863..... 496,483 51

Increase

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of October, 1864, were.....\$178,526 07
Corresponding month of previous year 205,054 57

Decrease

Railroad Earnings--Weekly.

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the week ending November 7:

| | 1863. | 1864. |
|------------------|-------------|-------------|
| Passengers | \$30,771 69 | \$48,383 75 |
| Freight | 69,408 85 | 114,252 01 |
| Express | 998 38 | 1,433 66 |
| Mail | 1,286 12 | 1,405 62 |

Total

Increase 61-50 per cent.....\$63,015 00

The earnings of the Chicago and Northwestern Railway from June 1st to Nov., 7th, (5 months and 1 week) in 1863 and 1864 were:

| | 1863. | 1864. |
|---------------------|--------------|--------------|
| Passenger | \$561,633 77 | \$917,745 43 |
| Freight | 1,440,602 13 | 2,114,836 99 |
| Express | 26,249 11 | 32,163 93 |
| Mail | 20,966 22 | 29,550 40 |
| Miscellaneous | 20,920 39 | 14,658 44 |

Total

Increase 50.16 per cent.....\$1,038,583 57

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Oct. 31, 1864, were:

| | 1864. | 1863. |
|------------------|------------|------------|
| Passengers | \$4,095 03 | \$2,947 03 |
| Freight | 16,062 56 | 12,588 16 |
| Express | 104 16 | 75 00 |
| Mails | 296 58 | 296 58 |

Total

Receipts from January 1st to Oct. 31:

| | |
|------------|--------------|
| 1864 | \$485,941 39 |
| 1863 | 337,203 55 |

Increase

The earnings of the Chicago and Alton Railroad Company for the week ending Nov. 7, were:

| | 1864. | 1863. |
|------------------|-------------|-------------|
| Passengers | \$24,211 14 | \$13,970 65 |
| Freight | 43,066 86 | 19,718 26 |
| Sundries | 1,374 00 | 1,694 62 |

Total

Increase 1864

The traffic of the Great Western Railroad for the week ending Nov. 4, 1864, was as follows:

| | |
|------------------------------|-------------|
| Passengers | \$27,696 14 |
| Freight and live stock | 30,128 12 |
| Mails and sundries | 1,343 18 |

Total

Corresponding week of 1863

Decrease

The earnings of the Grand Trunk Railway for the week ending Nov. 5, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

| | |
|--|-------------|
| Passengers | \$43,971 00 |
| Express, freight, mails and sundries | 3,124 00 |
| Freight and live stock | 69,755 00 |

Total

Corresponding week, 1863

Increase

The earnings of the Marietta and Cincinnati Railroad for the 1st week in November:

| | 1864. | 1863. |
|---------------------------------|------------|------------|
| Passengers | \$8,135 80 | \$4,363 25 |
| Freight | 11,621 96 | 13,503 12 |
| Mail, express & telegraph | 1,084 48 | 872 00 |

Total

Total since Jan. 1.....\$848,792 34 \$583,336 73

The earnings of the Michigan Southern and Northern Indiana Railroad for the 1st week of November, 1864, were.....\$94,935 00
Corresponding week of previous year... 81,200 00

Increase

The earnings of the Michigan Central Railroad for the 1st week in Nov., 1864, were.....\$87,479 00
Corresponding week of previous year... 81,653 00

Increase

The earnings of the Chicago and Rock Island Railroad for the 1st week in November, 1864, were.....\$96,359 00
Corresponding week of previous year... 45,753 00

Increase

The earnings of the Cleveland and Toledo Railroad for the 1st week in Nov. were.....\$41,941 00
Corresponding week of previous year... 32,829 00

Increase

Atlantic and Great Western Railway.

The following is the traffic of the Atlantic and Great Western Railway since Jan. 1, 322 miles being opened:

| | Passengers, &c. | Freight. | Total. |
|-----------------|-----------------|-----------|-----------|
| January | \$38,615 | \$168,683 | \$207,298 |
| February | 50,189 | 178,852 | 229,041 |
| March | 60,518 | 166,215 | 226,733 |
| April | 63,992 | 133,275 | 197,267 |
| May | 57,193 | 157,486 | 214,679 |
| June | 73,654 | 240,867 | 314,521 |
| July | 82,665 | 249,433 | 332,098 |
| August | 95,077 | 310,999 | 406,076 |
| September | 135,502 | 310,542 | 446,044 |
| October | 103,121 | 288,726 | 396,847 |

Total

The Validity of Legal Tender Notes.—Ground Rents not a Debt.

We give below a decision recently rendered in the U. S. Circuit Court, Philadelphia, by Judge Grier, in the case of the Philadelphia and Reading Railroad Company *vs.* Charles Moulson *et al*, which was before the Court in the shape of a bill in equity, to compel the defendant to accept, in extinguishment of the principal of certain ground rents, to the amount of \$300,000, the legal tender notes of the United States. The case was argued a few days since, and Judge Grier decided that the defendants cannot be compelled to accept the legal tender notes for the reason that a ground rent is not of the nature of a debt. Judge Grier's decision affects more a State law of Pennsylvania, regulating what are properly debts and what are not, than the validity of Treasury notes as a legal tender. It is in fact but a re-affirmation of a former decision, which declares that "a rent service is not a debt;" and if the offer to extinguish the defendant's claim to the premises had been made in gold instead of Treasury notes, Judge Grier would no doubt have decided in the same way. The decision was that no debt existed according to the laws of Pennsylvania, as the only debt contracted was the rent of premises. The validity of legal tender notes in payment of

debts between individuals is in no way affected by the decision. Judge Grier says:

Coined money in modern times forms but a very small portion of the current money used in commercial transactions. Paper money, representing credit, has long been used as current and lawful money. But no one could be compelled to accept the promise of a bank to pay money instead of the coin itself. The notes of the United States, issued under the authority of the Government, were current money, because issued by such authority, but were never made a legal tender for the payment of debt.

A contract made in the United States for the payment of a certain number of dollars would be construed as meaning, not Prussian dollars, or Spanish milled dollars, but lawful coin of the United States. The addition of the description "lawful money of the United States" is entirely superfluous, and does not change the nature of the obligation.

The statutes of Congress always make a legal distinction between lawful or current money and that which shall be a tender for payment of debts. Hence we find that when such is the intention, the language is, "And shall be a legal tender," &c.

Some coins of the Government are a legal tender below a certain amount, but not beyond. Thus, by the act of the 9th of February, 1793, after the expiration of three years, all foreign coins, except Spanish milled dollars, shall cease to be a legal tender.

By act of April, 1806, "Foreign gold and silver coins shall pass current as money within the United States, and be a legal tender for the payment of all debts, &c., at the several and respective rates following," &c.

Again, by act of the 28th of June, 1834, "The following gold coins shall pass as current money, and be receivable in all payments by weight at the following rates," &c.

Hence we find that in all cases where other money than the coinage of the United States ordered to be received as current or lawful money, the statute carefully provides the rate and conditions under which they are made a legal tender for payment of debts. It is clear, therefore, that Congress has always observed the distinction between current and lawful money, which may be received in payment of debts, if the creditor sees fit to accept it, and that which he may be compelled to accept as a legal tender.

It is clear, also, that if Congress make any other thing than their own coin a legal tender, it may be used as such. Thus, in the act authorizing the national banks, their notes are made a legal tender for certain debts due to the Government, for taxes, &c., but not for debts due from one citizen to another.

The Treasury notes are made lawful or current money, "and a legal tender for debts," &c., as between individuals. As this is the first act in which this high prerogative of sovereignty has been exercised, it should be construed strictly. It is doubtful in policy and dangerous as a precedent.

The only question, then is, whether this case comes within the letter of the statute.

Is the money which may be paid to extinguish a ground rent within the category of the act?

Is it a debt? The owner of the land is not bound to pay it. The owner of the rent cannot compel him to pay it. There is no obligation as between the parties. It cannot be converted into an obligation by the election of one of the parties without the consent of the other. A man may execute his bond to me voluntarily, but unless I accept it he does not become my debtor.

These ground rents, in the nature of a rent service, are somewhat peculiar to Pennsylvania, and little known in other States. But the Supreme Court of the State has clearly settled and determined their nature. The cases are too well known to the legal profession to need a quotation. "A rent service (says the Court in *Bosler vs. Kilhn*, 8 Watts & Sergeant, 186) is not a debt, and a covenant to pay it is not a covenant to pay a debt.

The annual payments spring into existence, and for the first time become debts when they are demandable."

I am of the opinion, therefore, that the tender offered by the bill in this case is not authorized by the State, and that the respondents cannot be compelled to extinguish their estate in the land by such a tender as that now made. The bill must, therefore, be dismissed.

Nova Scotia Gold Mines.

The *Royal Gazette* contains a tabulated statement, showing the number of gold mines being worked, the number of men engaged in mining, the quantities of quartz raised and crushed, with the average yield of gold per ton, with the total production in the various districts for the quarter terminating Sept. 30 of the present year, compiled from statistics received from the local commissioners.

STORMINT (ISAAC'S HARBOR).—In this district, in the month of September, there were 11 mines being worked; average number of men employed, 102; quartz crushed, 53 tons; total yield of gold, 99 ozs 17 dwts 6 grs.

WINE HARBOR.—Number of mines, 11; men employed, 75; quartz crushed, 199 tons; total yield, 220 ozs 10 dwts 15 grs.

SHERBROOKE.—Number of mines 15; men, 107; quartz crushed, 266 tons; yield 378 ozs 6 dwts 1 gr.

TANGIER.—Number of mines, 5; men, 59; quartz crushed 69 tons; yield 88 ozs 5 dwts 1 gr.

MONTAGUE.—Number of mines, 4; men, 45; quartz crushed 54 tons; yield 134 ozs 4 dwts 10 grs.

WAVERLEY.—Number of mines, 10; men, 278; quartz crushed, 937 tons; yield 855 ozs 3 dwts 8 grs.

OLDHAM.—Number of mines, 30; men, 80; quartz crushed 222 tons; yield 176 ozs 2 dwts 1 gr.

RENFREW.—Number of mines, 9; men, 40; quartz crushed, 91 tons; yield 111 ozs 19 dwts 0 grs.

The operations in the month of August, and July were much on the same scale, with similar general results.

RECAPITULATION.

Total yield of Gold for quarter ending Sept. 30, 1864, 5,395 oz 2 dwt 21 gr
Do corresp'd'g quarter 1863, 4,620 oz 2 dwt 2 gr
Do q'ter end'g June 30, 1864, 5,159 oz 8 dwt 8 gr
Do do Mar. 31, 1864, 4,010 oz 18 dwt 3 gr

The number of mines worked in the united districts in July was 97; in August 91, and in September 95.

The average number of men employed in the combined districts in July were 919; in August 786, and in September 836. The number of quartz mills in all the localities is 34; of which 22 are driven by steam, and the remainder by water power. The total yield of gold from the combined districts in July was 1,445 ozs 18 dwts 7 grs; in August 1,874 ozs 12 dwts 22 grs; and in September 2,074 ozs 11 dwts 1 grain. The largest yield from a ton of quartz was obtained at Oldham in the month of July, viz., 12 ozs 13 dwts 0 grains. The total quantity of quartz crushed in the combined districts was in July 1,501 tons; in August 2,013, and in September 1,894.—*Halifax Chronicle.*

The authorized capital of all the railways in England, Scotland and Ireland, up to December 31st last, amounts to the sum of £474,999,545; and of this total as much as \$404,215,802 has actually been paid up as capital, inclusive of debenture loans outstanding at that date. That is to say, in less than thirty years, a sum very nearly equal to one-half of the national debt of England, has been invested in that country in earthworks, rails, rolling-stock, and the other constituent elements of the vast aggregate known as railway property. The average net profit of the British railways is only four per cent.

New York Canals.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 31st of October, inclusive, during the years 1863 and 1864, was as follows:

| | Flour, bbls. | Wheat, bu. | Corn, bu. | Barley, bu. |
|---------|--------------|------------|------------|-------------|
| 1863... | 1,071,200 | 16,356,600 | 20,133,500 | 1,679,800 |
| 1864... | 920,100 | 13,026,000 | 8,930,700 | 1,837,100 |

| | Dec... | 151,100 | 3,330,600 | 11,382,800 | *157,300 |
|-------------|--------|---------|-----------|------------|----------|
| * Increase. | | | | | |

By reducing the wheat to flour, the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 817,120 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide water from the commencement of navigation, to and including the 31st of Oct., in the years indicated:

| | 1862. | 1863. | 1864. |
|------------------|------------|------------|------------|
| Canal opened— | May 1. | May 1. | April 30. |
| Flour, bbls..... | 1,201,200 | 1,071,200 | 920,100 |
| Wheat, bu..... | 26,282,600 | 16,356,600 | 13,026,000 |
| Corn, bu..... | 18,601,900 | 20,313,500 | 8,930,700 |
| Barley, bu..... | 1,101,900 | 1,679,800 | 1,837,100 |
| Oats, bu..... | 4,143,900 | 7,905,100 | 8,872,900 |
| Rye, bu..... | 729,800 | 353,700 | 503,200 |
| Beef, bbls..... | 12,400 | 10,000 | 6,900 |
| Pork, bbls..... | 167,200 | 228,390 | 56,500 |
| Bacon, lbs..... | 5,884,600 | 3,501,500 | 561,500 |
| Butter, lbs..... | 2,331,900 | 1,891,300 | 404,800 |
| Lard, lbs..... | 8,204,600 | 17,689,900 | 1,896,300 |
| Cheese, lbs..... | 3,190,500 | 5,250,800 | 1,393,600 |
| Wool, lbs..... | 1,697,100 | 253,200 | 1,101,700 |

R. t. Carmel and Blizzard Creek Railroad.

We learn from the *Pottsville Miners Journal*, that the subscription books are now open, and the Company has resolved to pay six per cent. interest to all stockholders from the time the money is paid in; that three persons have already subscribed \$62,000 to the stock of the Company, and that there will be abundance of capital offered to make the road so soon as those interested in the coal regions it traverses, show by their subscriptions that they desire the road made.

Railway from Halifax to St. John.

It is understood that an English company have made an offer to the Government of Nova Scotia and New Brunswick to construct one hundred miles of railway, uniting the cities of St. John and Halifax, to form part of the Intercolonial Railway. The terms offered by Nova Scotia are 4 per cent. guaranteed on her portion of the road; by New Brunswick, \$10,000 per mile. The offer of the company is understood to be most favorable.

Double Railway Track to Washington.

Of late considerable progress has been made in the construction of the double track of railway between Baltimore and Washington, and at the present time thirty-three miles have been completed. Within the past few weeks three additional miles have been laid between Baltimore and White Oak Bottom, and the entire work is expected to be completed about the 5th day of December.

Oil Creek Railroad.

The Oil Creek Railroad is now running regular trains to the Shaffer Farm, eight miles below Titusville. The road bed is graded over a mile beyond this point, and a large force of men is now employed in pushing it through to completion.—*Eric City Dispatch*, November 5.

The following shows the movements of specie at New York during October:

| | |
|--|--------------|
| Specie in banks and Sub-Treasury, October 1..... | \$31,944,614 |
| Received from California in October..... | 855,378 |
| Imported from foreign ports in October..... | 129,775 |
| Gathered in from hoards in October..... | 3,522,321 |
| Supply..... | \$86,452,088 |
| Exported..... | 2,496,221 |

Leaves in banks and Sub-Treasury,

| | |
|-----------------|--------------|
| November 1..... | \$33,055,867 |
|-----------------|--------------|

The exports of treasure from San Francisco from January 1 to October 20, this year compare as follows with the shipments for same period in 1863:

| | |
|-------------------------------------|--------------|
| Shipments since Jan. 1, 1864..... | \$46,264,181 |
| Corresponding period last year..... | 36,831,533 |

| | |
|-------------|-------------|
| Excess..... | \$9,432,648 |
|-------------|-------------|

The following table shows the coinage at the United States Mint in San Francisco during the third quarter (July, August and September) of 1864:

| GOLD. | |
|---|-------------|
| 240,250 double eagles..... | \$4,805,000 |
| 2,500 eagles..... | 25,000 |
| 4,860 half eagles..... | 24,300 |
| 247,016 pieces, valued at..... | \$4,854,300 |
| SILVER. | |
| 172,000 half dollars..... | \$86,000 |
| 50,000 dimes..... | 5,000 |
| 222,000 pieces valued at..... | \$91,000 |
| Total value gold bullion received and parted..... | \$4,662,634 |
| Total value silver bullion received and parted..... | 108,948 |

The Chicago and Northwestern Railway Company will pay 1st December a dividend of 3½ per cent. on their preferred stock.

Debt of Philadelphia.

The following statement shows the gradual increase of the debt of Philadelphia since 1860, the additions made to it since January, 1864, and the loans, &c., contemplated for the present year:

| | |
|--|--------------|
| Amount of City debt, January 1, 1860..... | \$20,913,505 |
| Amount of City debt, January 1, 1861..... | 20,982,409 |
| Amount of City debt, January 1, 1862..... | 21,576,851 |
| Amount of City debt, January 1, 1863..... | 24,029,755 |
| Amount of City debt, January 1, 1864..... | \$26,062,906 |
| Deficiencies of 1863, as per report of City Controller..... | 2,209,941 |
| Bounty loan of February 18, 1864..... | 1,250,000 |
| Two millions appropriated for bounties, being excess over loan of..... | 759,000 |
| Appropriation for bounties for the 200,000 call..... | 1,000,000 |
| Appropriation for the purchase of League Island..... | 340,000 |
| Excess of the appropriations over revenue of March 31, 1864..... | 2,480,780 |
| Total authorized indebtedness..... | \$34,093,627 |
| Loan of Chestnut street bridge (reported)..... | 80,000 |
| Water loan (pending)..... | 1,000,000 |
| Gas loan (reported)..... | 1,000,000 |
| School loan (reported)..... | 1,000,000 |
| Required for families of volunteers..... | 300,000 |
| Purchase of ground at Fairmount..... | 350,000 |
| Estimated appropriations from March 31 to October 31..... | 500,000 |
| Total City debt at the close of 1864..... | \$38,323,627 |

C. W. BETTS.

E. H. DENSLOW.

Betts & Denslow, BANKERS and BROKERS,

No. 24 William Street,
NEW YORK.

Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

ADIRONDAC COMPANY,

Organized under special charter from State of N. Y.

Office No. 13 William St.,
NEW YORK.

\$1,000,000

SEVEN PER CENT. MORTGAGE BONDS.

Proposals are invited for \$1,000,000 of construction bonds of the Adirondac Company, bearing interest at seven per cent., payable semi-annually in the city of New York.

Twenty-five per cent. of the amount tendered for, to be payable on the acceptance of the bids, the remainder in three monthly installments of twenty-five per cent. each, or the whole may be paid for in one sum. Accrued interest on coupons will be charged, and interest allowed on payments.

Sealed proposals, marked "Bids for Construction Bonds," will be received until 30th day of November, A.D. 1864, at the office of the company, address to

G. T. M. DAVIS, President.

THE NEW YORK CENTRAL RAILROAD COMPANY,
TREASURER'S OFFICE, ALBANY, NOV. 9, 1864.

THE ANNUAL ELECTION FOR DIRECTORS of this Company, and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the city of Albany, on the second Wednesday (the fourteenth), of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,
51-46 ROBERT L. BANKS, Secretary.

WANTED

A gentleman with a capital of \$25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

Fire Insurance on Favorable Terms.

HARTFORD FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital and Surplus, \$1,200,000.

Geo. M. COIT, Secy. TIMO. C. ALLEN, Pres.
PHOENIX INSURANCE COMPANY,
HARTFORD, CONN.

W. C. CLARK, Secy. H. KELLOGG, Pres.
Capital and Surplus, \$500,000.

SPRINGFIELD F. & M. INSURANCE COMPY,
SPRINGFIELD, MASS.
Capital and Surplus, \$500,000.

WM. CONNER, Jr., Secy. C. FREEMAN, Pres.
WESTERN MASS. INSURANCE COMPANY,
PITTSFIELD, MASS.

Capital and Surplus, \$225,000.
J. N. DUNHAM, Secy. ENSIGN H. KELLOGG, Pres.

CONNECTICUT FIRE INSURANCE COMPANY,
HARTFORD, CONN.
Capital, \$200,000.

J. B. ELDRIDGE, Secy. B. W. GREENE, Pres.
Branch Office.

THE PETER COOPER FIRE INSURANCE CO.,
CITY OF NEW YORK.
Capital, \$150,000.

WM. H. RISLEY, Secy. N. C. ELY, Pres.
All fair losses occurring at this Agency promptly adjusted by the Agent here, and paid in money current in this city.

EZRA WHITE, Agent,
Office, No. 74 Wall street, New York.

Ely Copper Mining Comp'y

CANADA EAST.

Office, 82 Broadway, N. Y.

Capital Stock, - - - - - \$500,000.

100,000 Shares—Par Value \$5 each.

TRUSTEES.

JOHN E. BODY, President.
STEPHEN HILLS, JR., WM. BARCLAY PARSONS,
GEO. V. N. BALDWIN, EDGAR DE PEYETER,
ERNEST SACCHI, Secretary.

The Trustees offer for sale 15,000 shares of the capital stock of this Company.

The property consists of 325 acres valuable mineral land, twelve miles from Richmond Station, on the Grand Trunk Railroad, Canada East. The mine has been worked down to the rich copper-bearing veins, and is a property of great value.

It is entirely free from debt.

For full particulars apply as above, or at the office of
HENRY G. STEBBINS & SONS,
46 Exchange Place.

Where subscription books will be opened.

RICHARD DUDGEON, MACHINIST,

24 COLUMBIA ST., NEW YORK.

WOULD respectfully inform his friends and the public that he has removed to his new Building No. 24 Columbia Street, where he is prepared to furnish

Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. Force Pumps for Hydraulic Presses. Force Pumps for testing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads. Squirting Oil Cans, also Danver's Patent Steam Hammer

A. WHITNEY & SONS CAR WHEEL WORKS,

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FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES, WHEELS and AXLES FITTED COMPLETE.

CENTRAL

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WED. W. CLARKE & CO.

OUR OFFICE IS OPEN TO THE COMMERCIAL public for the purchase and sale of Petroleum lands of the oil districts of Pennsylvania, Virginia, Ohio and Michigan, and for the sale of oil stocks, many of which are paying large dividends monthly.

We now have in hand for sale stocks of the following companies:

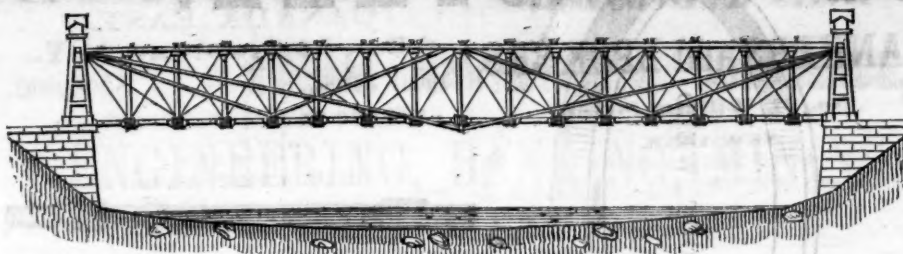
Blood Farm Petroleum Co., N. Y., Chas. Butler, Pres.
Home Petroleum Co., N. Y., Josiah Oakes, Pres.
Tarr Farm Petroleum Co., N. Y., Jas. Wadsworth, Pres.
Central Petroleum Co., N. Y., Jas. Bishop, Pres.
American Petroleum Co., N. Y., F. C. Clark, Pres.
Oil City Petroleum Co., N. Y., D. S. Duncomb, Pres.
Michigan Central Petroleum Co., N. Y., F. Prentiss, Pres.
Penna. Petroleum Co., Phila., John S. Young, Pres.

We have entered with us \$31,000,000 of capital invested in petroleum, and can supply applicants with names and general "status" of most companies now organized, and general information of the oil market, both at home and abroad.

Special attention is called to a prospectus now offered to capitalists and others of the "United Petroleum Farms Association," which combines some of the most wonderful productions of the day, paying at this moment attractive dividends, and combining a capital of \$15,000,000 in this single enterprise. Subscription list opened for a few days at this office.

This enterprise with the present development, is now paying over two and a half per cent. per month, with a positive prospective increase almost fabulous.

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THE undersigned is prepared to manufacture and build in any part of the United States and Canada, at reasonable terms, **FINK'S PATENT IRON BRIDGE** in spans from 20 to 300 feet. The same is favorably known, well tested and already extensively introduced, is stronger and more economical than any other Bridge now in use, requires no repairs, and no adjustment, but is perfectly adjustable. For plans and particulars apply to

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Letter-box No. 1,392, Pittsburg, Pa.

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MANHATTAN
FIRE-BRICK & CLAY RETORT WORKS.
MAURER & WEBER,

(Of the late Firm of B. Kreischer & Co.)

PROPRIETORS.

Office and Works in 15th St. & Ave. C,

OPPOSITE MANHATTAN GAS WORKS.

Fire Brick and Tiles,

OF ALL SHAPES & SIZES.

Fire Mortar, Clay and Sand.

Articles of Every Description made to order, at the shortest notice.

OFFICE OF THE PITTSBURGH BRIDGE COMPANY,
No. 83 Water street, Pittsburgh, Pa.,
October 12th, 1864.

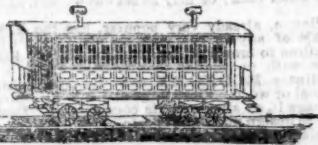
PLANS AND PROPOSALS are invited for both Wooden and Iron Bridge Superstructure, and proposals for the masonry of the piers and abutments of the Roadway Bridge to be erected over the Monongahela river, from Pittsburgh Point to West Pittsburgh. The bridge will consist of eight spans 210 feet each from centre to centre of piers, or 201 feet clear of masonry, and one span 317 feet from centre to centre of piers. The clear width of carriage way must be 19 feet, with foot-ways at each side 8 feet in clear. The structure must be proportioned to sustain, in addition to its weight, a uniformly distributed load of 2,000 pounds per lineal foot. The effect on any portion of the structure under this maximum load must not exceed one-sixth of its breaking weight.

Plans and specifications of the masonry and superstructure may be seen at the office of the Company. Bids will be opened December 1st, 1864. The right to adopt either wood or iron superstructure, or to reject any or all of the bids or plans is reserved.

Enclose envelope "Proposals for Pittsburgh Bridge, ('wood') or ('iron') and "Pittsburgh Bridge Masonry." 61-43 JOHN F. SINGER, President.

HARLAN & HOLINGSWORTH & CO.,

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MANUFACTURERS OF ALL KINDS OF
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PASSENGER CARS of the finest finish, also all kinds of FREIGHT CARS, DUMPING CARS, HAND CARS, S. WHEELS and AXLES, STEEL SPRINGS, and in fact EVERYTHING for the full equipment of a road.

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From our LOCATION, and CONVENIENCES FOR SHIPMENT, we can supply southern roads with dispatch, and ship at reasonable freights.

We are also extensively engaged in building IRON VESSELS and IRON STEAM BOATS, STEAM ENGINES and BOILERS and Machine Work in general. All orders executed with dispatch and on reasonable terms.

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Articles of every description made to order at the shortest notice.

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Cap-Welded American Charcoal Iron Boiler Flues—from 1½ to 10 inches outside diameter, cut to definite lengths.

Wrought Iron Welded Tubes—from ½ inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also, fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe—1½ to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc.

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TOTALLY exclude rain, wind and dust from, and stop the rattling of doors and windows of every description, without interfering with the free use of the same at all times. They save one-half the fuel in winter. For Circular, with references, address the PATENT METALLIC WEATHER STRIP CO, 644 Broadway, corner of Bleecker st. Local Agents wanted everywhere.

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ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well packed, on application at their office, by DELAFIELD & BAXTER, 104 Wall st. The above CEMENT is used in most of the fortifications building by government.

IMPROVED LOW

Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

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The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

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WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

Marine & Fire Insurance.

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No. 108 BROADWAY, N. Y.

Cash Capital, - - - - - \$300,000

Assets, July 1. - - - - - \$708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive 75 Per Cent. of the net Profit, without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses promptly adjusted and promptly paid. SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.

ROBERT M. C. GRAHAM, Vice-President.

EDWARD A. STANBURY, 2d Vice-President.

JOHN C. GOODRIDGE, Secretary.

TRANSFER OFFICE OF THE CHICAGO AND NORTH
WESTERN RAILWAY CO., No. 8 Wall st.,
New York, Nov. 14, 1864.

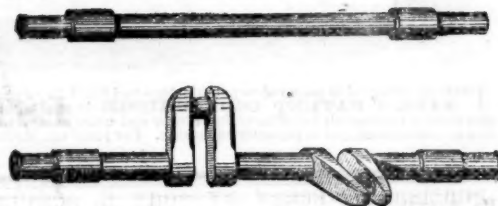
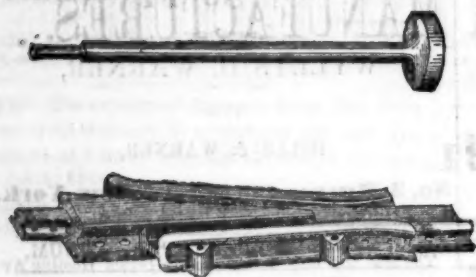
A SEMI-ANNUAL DIVIDEND of three and one-half (3½) per cent, has this day been declared upon the Preferred Stock of this Company, payable (less the Government tax) at this office, on and after the 1st of December next, to the holders of said stock, as shown by the company's books at the close of business on the 26th inst., at which time the transfer books for the preferred stock will be closed, to be reopened on the 1st of December.

41-47

JAMES R. YOUNG, Secretary.

THE RAILROAD AND INSURANCE ALMANAC FOR 1865, will be issued December, 1864! Containing: 1. List of Railroads in the United States, 1864, their length, cost, &c. 2. Railway Statistics of the State of New York. 3. Recent Decisions relating to Railroads in the United States. 4. List of Recent Improvements and Patents. 5. Railway Statistics of Great Britain for eight years. 6. Prices of Iron, Copper and Lead, monthly, for forty years. 7. Prices of Railway Stocks, 1860-1864. 8. List of Insurance Companies, &c. Edited by I. Smith Homans. It is intended to make this an annual, with such recent and valuable information as shall make the volume acceptable to all Railway Companies, and Insurance Companies and their shareholders. The Card or Circulars of Railway, Insurance and other Companies, Manufacturers, Patentees, Merchants, Bankers, and others, will be inserted conspicuously, to order, in the above work. Terms, Seventy-five Dollars per Page; Forty Dollars per half Page; or at the end of the volume, Fifty Dollars per Page, Thirty Dollars per half Page.

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CAST STEEL TYRES WITHOUT WELD.
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10 PINE STREET, NEW YORK,
SEPT. 20, 1894.

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FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR
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Fire may be kept all winter with an astonishingly small supply of coal.

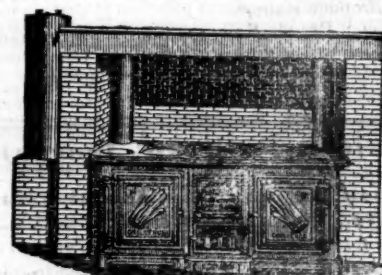
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Four sizes, adapted to families and hotels.

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Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

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